Agenda Item # Page #

File: Z-8789
Planner: Melissa Campbell

TO:	**CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE**
FROM:	**JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER**
SUBJECT:	**APPLICATION BY: THE TRICAR GROUP 32, 36, AND 40 YORK STREET AND PART OF 330 THAMES STREET PUBLIC PARTICIPATION MEETING ON AUGUST 28, 2017**

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of The Tricar Group relating to the properties located at 32, 36, and 40 York Street and part of 330 Thames Street:

(a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 5, 2017 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Holding Downtown Area (h-3•DA2•D350) Zone **TO** a Downtown Area Bonus (DA2•D350•B(*)•(B**)) Zone and an Open Space Special Provision (OS4(*)) Zone; subject to the completion of a development agreement which substantively implements the Site Plan, Landscape Plan, Elevations, Renderings and Floor Plans attached as Schedule "1" or Schedule "2" to the amending by-law.

1) The Bonus B(*) Zone shall provide for a mixed use building with approximately 805 sq. m of commercial space within the podium base of the building and a residential tower ranging from 10-storeys to 24-storeys in height (maximum 80 meters) with a maximum density of 414 units per hectare. The building will include residential units within the podium base and commercial space at ground-level within the podium base of the building along Thames Street and York Street. The development design will include 2-levels of underground parking and 2-levels of above-ground parking contained within the building. The proposed development shall be implemented through one or more agreements in return for the provision of the following services, facilities and matters:

i) Exceptional Site and Building Design

Specifically the building design shown in the various illustrations contained in Schedule "1" of the amending by-law, is being bonused for the following features which serve to support the City's objectives of promoting a high standard of design for buildings constructed in prominent locations such as the Downtown, as outlined in Chapter 11 of the Official Plan and the Downtown Design Guidelines:

Overall Design
A contemporary architectural design that uses varied cladding materials in high contrast colours to provide visual interest and to define different building elements. The materials will include brick, window walls (with vision glass), spandrel glass and etched glass as the primary form of cladding on the podium base on the southerly façade (York Street) and westerly façade (Thames Street); and brick and precast concrete as the primary form of cladding on the podium base on the northerly and easterly facades; and window walls (with vision glass), spandrel glass and precast concrete as the primary form of cladding on the tower. The development will be designed to incorporate one or more references to the history and heritage associated with the property (for example, etched glass renderings

of the historic streetscape at this location, interpretative signage, or other such features).

Podium Base Design

a. A podium base up to 3-storeys in height to provide a pedestrian-friendly scale at ground-level and a continuous street-wall façade along the southerly (York Street) façade.

b. Varied parapet heights on the podium base to divide the mass of the podium base and highlight pedestrian and vehicular entrances.

c. The use of brick and coloured etched glass sympathetic to the traditional material and/or colour palette of the Downtown Heritage Conservation District; and a pattern of recurring sections of brick and window-walls with vertically-oriented mullions to divide the mass of the podium base sympathetic to the rhythm and verticality of historic commercial facades of the Downtown Heritage Conservation District.

d. The use of window walls (with vision glass) and separate and direct pedestrian entrances to commercial space at ground-level along the southerly (York Street) façade and the westerly (Thames Street) façade to animate the pedestrian realm.

Tower Design

a. The use of tempered glass balcony railings and pre-cast concrete balcony columns set back to reduce the visual impact of the tower and building as a whole.

Cap Design

a. Mechanical and elevator penthouse enclosures that are architecturally integrated into the design of the tower in order to provide for a sculpted building cap that is visually interesting and contributes positively to the Downtown London skyline.

b. A horizontal projecting canopy that will provide for visual interest and define the top of the building.

b. Rooftop lighting that provides a distinguishable landmark in the night-time skyline.

ii) Site Landscaping

a. A high quality urban landscaped space within the yard setback along York Street and the yard setback and Open Space lands along Thames Street, including shade trees along York Street and Thames Street.

b. The landscape space within the yard setback and Open Space lands along Thames Street will include a common amenity space with a masonry wall and foundation plantings, a paver stone pedestrian walkway to Thames Street and concrete pedestrian walkway to the sidewalk on York Street.

c. A green roof on portions of the podium base rooftop area to reduce stormwater run-off and the urban heat island effect and to provide for visual amenity of residents; and an outdoor amenity space on the podium base rooftop area at the northwest corner of the building, and on the rooftop area of the 10-storey portion of the tower.

iii) Parking Strategy

A minimum of 108 unground parking spaces.

iv) A contribution towards the *Back to the River* project for an identified component in the amount of $100,000 to be provided at the time of site plan approval.

2) The Bonus B(**) Zone shall provide for a mixed use building with approximately 318 sq. m of commercial space within the podium base of the building and a residential tower ranging from 10-storeys to 24-storeys in height (maximum 80 meters) with a maximum density 534 units per hectare. The building will include residential units within the podium base and commercial space at ground-level within the podium base of the building along York Street. The development design will include 2-levels of underground parking and 2-levels of above-ground parking contained within the building. The proposed development shall be implemented through one or more agreements in return for the provision of the following services, facilities and matters:

i) Exceptional Site and Building Design

Specifically the building design shown in the various illustration contained in Schedule "2" of the amending by-law, is being bonused for the following features which serve to support the City's objectives of promoting a high standard of design for buildings constructed in prominent locations such as the Downtown, as outlined in Chapter 11 of the Official Plan and the Downtown Design Guidelines:

Overall Design
A contemporary architectural design that uses varied cladding materials in high contrast colours to provide visual interest and to define different building elements. The materials will include brick, window walls (with vision glass), spandrel glass and etched glass as the primary form of cladding on the podium base on the southerly façade (York Street) and westerly façade (Thames Street); and brick and precast concrete as the primary form of cladding on the podium base on the northerly and easterly facades; and window walls (with vision glass), spandrel glass and precast concrete as the primary form of cladding on the tower. The development will be designed to incorporate one or more references to the history and heritage associated with the property (for example, etched glass renderings of the historic streetscape at this location, interpretative signage, or other such features).

Podium Base Design

a. A podium base up to 3-storeys in height to provide a pedestrian-friendly scale at ground-level and a continuous street-wall façade along the southerly (York Street) façade.

b. Varied parapet heights on the podium base to divide the mass of the podium base and highlight pedestrian and vehicular entrances.

c. The use of brick and coloured etched glass sympathetic to the traditional material and/or colour palette of the Downtown Heritage Conservation District; and a pattern of recurring sections of brick and window-walls with vertically-oriented mullions to divide the mass of the podium base sympathetic to the rhythm and verticality of historic commercial facades of the Downtown Heritage Conservation District.

d. The use of window walls (with vision glass) and separate and direct pedestrian entrances to commercial space at ground-level along the southerly (York Street) façade to animate the pedestrian realm.

Tower Design

a. The use of tempered glass balcony railings and pre-cast concrete balcony columns set back to reduce the visual impact of the tower and building as

a whole.

Cap Design

a. Mechanical and elevator penthouse enclosures that are architecturally integrated into the design of the tower in order to provide for a sculpted building cap that is visually interesting and contributes positively to the Downtown London skyline.

b. A horizontal projecting canopy that will provide for visual interest and define the top of the building.

c. Rooftop lighting that provides a distinguishable landmark in the night-time skyline.

ii) Site Landscaping

a. A high quality urban landscaped space within the yard setback along York Street, including shade trees.

b. A green roof on portions of podium base rooftop area to reduce stormwater run-off and the urban heat island effect and to provide for visual amenity of residents; and an outdoor amenity space on the podium base rooftop area at the northwest corner of the building, and on the rooftop area of the 10-storey portion of the tower.

iii) Parking Strategy
A minimum of 101 unground parking spaces.

iv) A contribution towards the *Back to the River* project for an identified component in the amount of $150,000 to be provided at the time of site plan approval.

v) A contribution towards the *Downtown Heritage Conservation District* in the amount of $150,000 to be provided at the time of site plan approval.

(b) The Site Plan Approval Authority **BE REQUESTED** to consider the implementation of the facilities, services, and matters described in the above clause (a) through the site plan approval process, as well as, any of the following wind control strategies for the southwest corner of the building: use coniferous or marcescent landscaping in place of deciduous landscaping, increase the overhead canopy depth at the southwest corner of the building to 2.0 m and extend it at least 5.0 meters along the westerly façade; or add an overhead trellis of at least 50% solid coverage, between the proposed development and the existing commercial building at 24 York Street.

(c) Pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the regulations for building setbacks and lands proposed to be zoned Open Space Special Provision (OS4(*)) implement a building design that is consistent with the development design circulated with the Notices of Application and Public Meeting.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

None.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of this zone change is to permit the comprehensive redevelopment of the subject lands for a mixed-use building with up to approximately 805 sq. m of commercial space in the podium base of the building and a residential tower ranging from 10-storeys to 24-storeys

in height (maximum 80 meters). The development will include up to approximately 262 parking spaces in 2-levels of underground parking and 2-levels of above-ground parking contained within the building. Flood plain lands will be zoned Open Space (OS4(_)) to reflect their restricted use.

The proposed development will be facilitated through site-specific bonus zones which will permit an increased maximum density of 414 units per hectare including the southerly part of 330 Thames Street, but excluding the lands proposed to be zoned OS4; and an increased maximum density of 534 units per hectare excluding the southerly part 330 Thames Street in return for The Tricar Group entering into an agreement with the City of London which secures a range of matters outlined in the amending by-law attached as Appendix "A" to this report.

RATIONALE

1. The recommended amendment is consistent with the Provincial Policy Statement, 2014, which promotes intensification and redevelopment in strategic locations to minimize land consumption and servicing costs and provide for a range of housing types and densities to meet projected requirements of current and future residents.

2. The recommended amendment conforms to the City of London Official Plan and supports the objectives of the Downtown Area designation, which encourage growth in the residential population of the Downtown through high-density residential development and design features which serve to enhance the pedestrian environment. The recommended amendment will also restrict development where flood hazards exist in conformity with the policy direction in the Official Plan

3. The recommended amendment is consistent with the policy direction in The London Plan regarding permitted uses, intensity of development and form within the Downtown Place Type, and the priority placed on the pedestrian experience in The London Plan.

4. The recommended amendment is consistent with the Our Move Forward: London's Downtown Plan and the strategic directions to "Reconnect to the Thames River", "Forge connections with the downtown neighbourhoods", "Green the downtown", "Build great neighbourhoods", and "Create buzz"; and will support the development of the Forks of the Thames as a transformational project.

5. The recommended amendment will facilitate an enhanced form of development which includes an architecturally defined podium-base, tower-middle and building cap, with the podium-base enhancing the animation the streetscape and pedestrian environment; the tower-middle reducing the visual impact of the tower and building as a whole, and a visually attractive cap which screens all mechanical elements and contributes positively to the City skyline.

6. The recommended amendment will allow for the proposed development including the required increase in density and the required reduction in the setback for the residential component of the building through bonus zones. The bonus zones require the ultimate form of development to be consistent with the Site Plans, Landscape Plans, Elevations, Renderings and Floor Plans appended to the amending by-law.

7. The recommended bonus zones provide for a maximum density of 414 units per hectare including the southerly part of 330 Thames Street, but excluding the lands proposed to be zoned OS4; and an increased maximum density of 534 units per hectare excluding the southerly part 330 Thames Street in return a series of design related matters and contributions in accordance with section 19.4.4 of the Official Plan.

8. The recommended amendment is consistent with the general intent and policies in the Downtown Heritage Conservation District Plan and other relevant Council approved documents which provide direction for development in the Downtown.

Agenda Item # Page #

File: Z-8789
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Agenda Item # Page #

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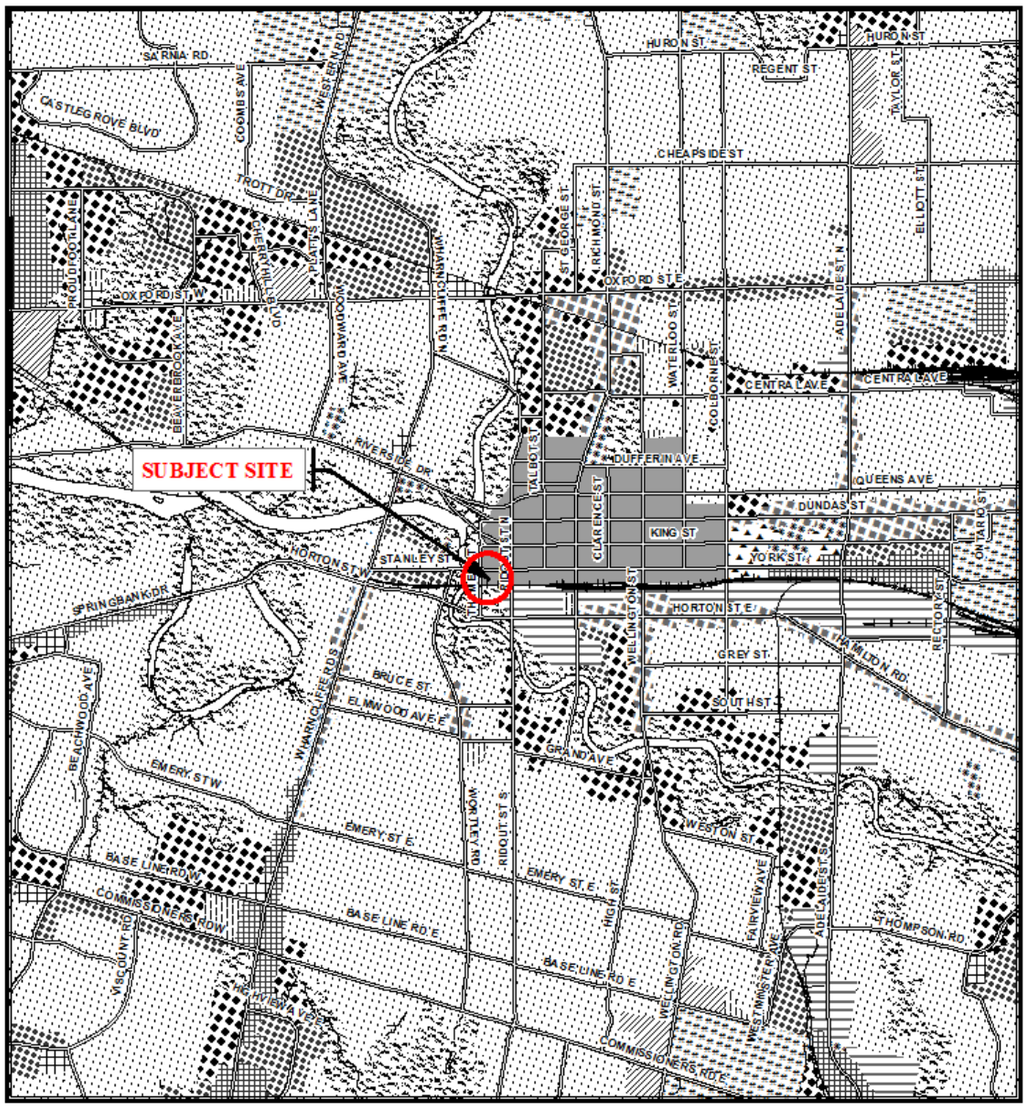

Legend

Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

CITY OF LONDON
Department of Planning and Development

OFFICIAL PLAN SCHEDULE A - LANDUSE -

PREPARED BY: Graphics and Information Services

Scale 1:30,000

Meters

FILE NUMBER:	Z-8789
PLANNER:	MC
TECHNICIAN:	JTS
DATE:	2017/07/26

PROJECT LOCATION: e:\planning\projects\p_officialplan\workconsol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

Agenda Item # Page #

File: Z-8789
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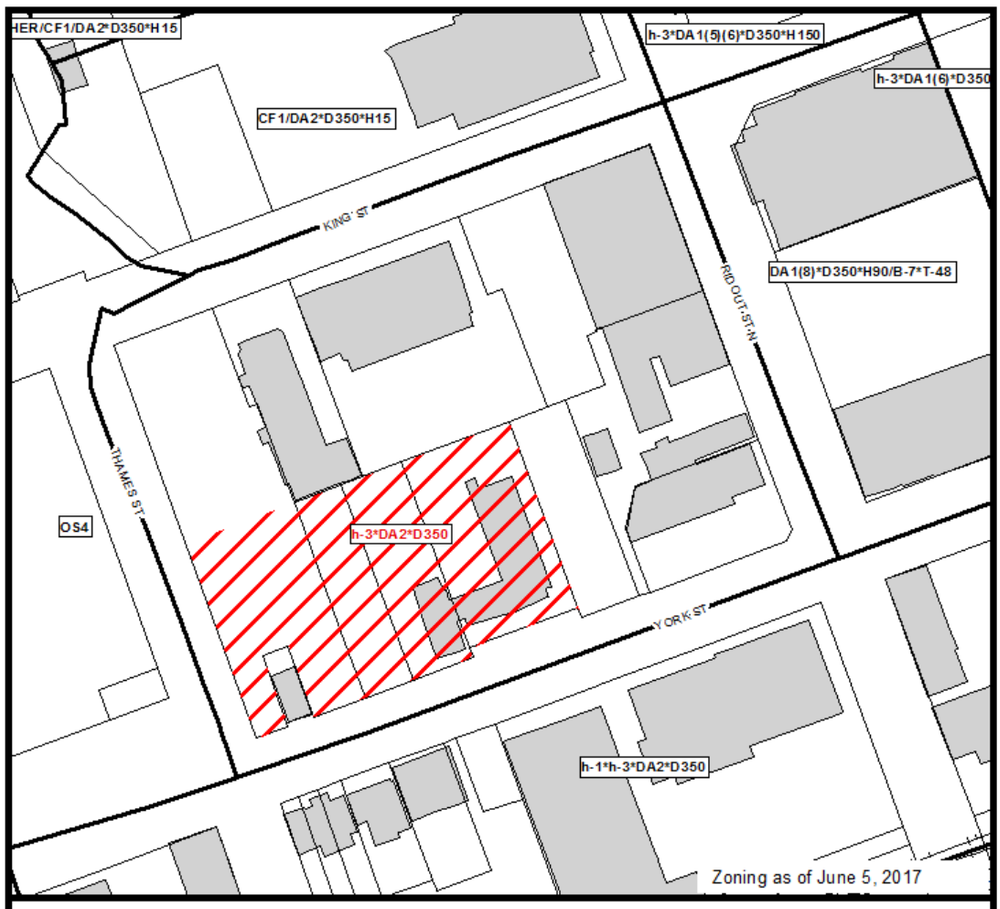

COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) *LEGEND FOR ZONING BY-LAW Z-1*

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

ZONING BY-LAW NO. Z.-1
SCHEDULE A

THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO: Z-8789 MC

MAP PREPARED: July 26, 2017 JTS

1:1,500
0 5 10 20 30 40 Meters

Agenda Item # Page #

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Planner: Melissa Campbell

BACKGROUND

Date Application Accepted: May 25, 2017	**Agent**: The Tricar Group

REQUESTED ACTION: Possible change to Zoning By-law Z.-1 **FROM** a Holding Downtown Area (h-3•DA2•D350) Zone **TO** a Downtown Area Bonus (DA2•B(*)•(B**)) Zone to permit the redevelopment of the subject lands for a 24-storey (72 meter) building comprised of 245 residential unit and potential for approximately 2,781 sq. m of commercial space in the base of the building. Parking will be provided between 2-levels of underground parking and 2-levels of above ground parking contained in the building. The removal of a holding provision for a pedestrian level wind impact assessment will be considered. The requested bonus zone would permit a maximum density of 464 units per hectare in return for the construction of a specified building design and other eligible facilities, services or matters identified in section 19.4.4 of the City's Official Plan. Should part of 330 Thames Street not be included, the bonus zone would permit a maximum density of 605 units per hectare as a result of the reduced land area.

SITE CHARACTERISTICS:

- **Current Land Use** – Commercial, Surface Parking Lot, and Landscaped Space
- **Frontage** – 60.9 meters (Thames Street) with part of 330 Thames Street
  – 66.6 meters (York Street) without part of 330 Thames Street
- **Depth** – 100 meters with part of 330 Thames Street
  – 60.9 meters without part of 330 Thames Street
- **Area** – 5,894 sq. m with part of Thames Street
  – 4,054 sq. m without part of Thames Street
- **Shape** – Rectangular

SURROUNDING LAND USES:

- **North -** Residential (High-Density, High-Rise) and Institutional
- **South -** Commercial
- **East -** Commercial and Residential (High-Density, High-Rise)
- **West -** Parkland/Open Space, Commercial and Residential

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OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)	
• Downtown Area	
THE LONDON PLAN PLACE TYPE: (refer to The London Plan Map)	
• Downtown	
INTENSIFICATION: 212 units	
• 212 residential units represent intensification within the Built-area Boundary	• 212 residential units represent intensification inside the Primary Transit Area
EXISTING ZONING: (refer to Zoning Map)	
• Holding Downtown Area (h-3•DA2•D350) Zone	

PLANNING HISTORY

The area surrounding the subject lands initially developed as a residential area, with the parcels comprising the subject lands having been predominately developed for residential dwellings and/or supporting uses. The use of the subject lands over time has transitioned to commercial uses where buildings still occupy the subject lands.

The current building at 36 York Street dates from c1890, with early references in City Directories to a Mission Hall and other religious organizations occupying the building up until the 1950s. More recently, the building has housed a theatre, and is currently used as an entertainment venue. The current building at 40 York Street dates from 1957 and was home to several dry cleaners and laundry businesses until the mid-1980s, and currently houses a glazing service and supply company. 32 York Street is currently a surface parking lot, and the southerly portion of 330 Thames Street is landscaped with sod, deciduous and coniferous trees, and contains no structures.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Planning Services – Urban Design – July 7, 2017 (excerpts)

- Compatibility and compliance with the Heritage Conservation District, and adjacent significant heritage resources (as per PPS-2014, OP, London Plan and Downtown HDC Plan) will be achieved in part through the incorporation of “Priority Items” and “Bonusing Features” listed below.

- Priority Items:
    - Wrap the garage with active uses (e.g. townhouses, commercial space, indoor/outdoor amenity areas, etc.) along the York Street and Thames Street frontage to reduce blank walls and animate the streetscapes. This will include vision glass and pedestrian entrances.

    - Integrate the 10-storey and 24-storey tower portion by aligning the south façade and integrating the materials, glazing pattern, balcony style, etc. in a horizontal manner.

    - Locate the tower on the podium in a way that frames the southwest corner of the building and defines usable amenity space for residents on the roof (private and shared).

    - Integrate the rooftop mechanical and elevator penthouse fully into the design of

the building. Create a varied and sculpted roof form on the top.

- Design balconies to not require structural supports on the corners in order to reduce the visual weight of the building and create a light and airy tower.

- Create a high quality urban space within the building setback along York Street and Thames Street.

  - The York Street frontage should seamlessly integrate with the infrastructure renewal work scheduled for 2018.

  - The Thames Street frontage should complement the character of Ivey Park across the street, while providing for seating areas and/or patios in an urban plaza space. The drop off area should be integrated into the plaza as shared space.

- Additional Bonusing Enhancements
  - Retain a significant number of the existing mature trees on site.

  - Consider varying the podium cornice height or introducing special architectural features such as curtain walls or parapets to highlight entrances and corners.

  - Consider terracing balconies on the west facade to take advantage of open space views and optimize public/private rooftop amenity space.

  - Consider incorporating green roofs for amenity space, visual amenity or residents and/or environmental benefits.

  - The use of materials and colours reminiscent of historic Downtown London (e.g. London “white” brick) - is encouraged; particularly at the pedestrian level of the proposed development.

London Fire Services – Fire Prevention Division – July 18, 2017 (excerpts)

- Ensure that provisions for firefighting have been provided to comply with 3.2.5.1-3.2.5.7 of the Ontario Building Code (“OBC”).
- Ensure that if the fire access route, required in section 36.2.5, is to be situated above an underground parking structure, that the parking structure is constructed meeting the requirements of Part 4 of the OBC.

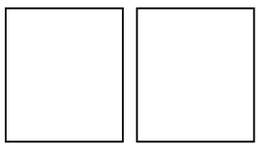
Counseil Scolaire Viamonde – July 21, 2017

- No comment.

Development Services - Environmental and Engineering Services – August 3, 2017

Verbatim comments as per the Transportation Division:

- Road widening dedication of 13.0m from centre line are required on York Street.
- If the applicant successfully acquires 330 Thames Street (Ivey Park) a road widening dedication of 13.0m from center line is required along Thames Street.
- Transportation has reviewed the TIA and agree with the conclusions and recommendations:
  - The signal warrant for future signals at Thames and York street does not follow the methodology in OTM Book 12 and is not supported at this time; and
  - The applicant as part of the site plan process will need to provide external works drawings for the construction of a two way left turn lane on York Street.
- Access design and details will be reviewed in more details through the site plan process.



- The zoning application includes lands currently under control of the UTRCA that are shown as loading – unloading facilities, if these lands do not form part of the site plan application issues related to loading and unloading will need to be addressed.

Verbatim comments as per the Wastewater and Drainage Division:

- The proposal represents a considerable intensification.
- The sewer available for the subject lands is the existing 300mm municipal sanitary sewer on York Street. A connection to this sewer must use an adequately sized san. p.d.c. as determined by the Applicant's Engineer, the minimum diameter and grade for a new PDC is 150mm @1% slope or if a 200mm san. p.d.c. is proposed it shall connect at a sanitary manhole. As commercial space is proposed an inspection manhole located wholly on private property will be required. The proposed apartment building outlets to Greenway P.C.C.
- Although, we believe dry weather capacity exists, our system currently experiences significant wet weather flows and experiences a number of overflows during wet weather events. The City is working to improve our system by reducing the number of combined sewers in the core area and undertaking the Pollution Prevention Control Plan (PPCP) to address these overflows. The City is initiating the Core Area Studies to assess the impact of continued intensification in the core area that may led to future system improvements.

Verbatim comments as per the Stormwater Management Division:

- The SWED staff have no new or additional comments of those provided as part of the pre-application consultation (see attached e-mail). Please note that we complete a cursory review on the SWM brief provided with the application and find it adequate for the purpose of this Zoning By-law amendment. However, the SWM strategy should be updated once the development option (option 1= with a portion of 330 Thames Street; Option 2= without a portion of 330 Thames Street) is selected and detailed design prepared. The updated report and detailed design will be further revised as part of the site plan application process and comments, if any, provided accordingly.

Attached e-mail:

- The Stormwater Engineering staff have no objection to this pre-application. The following are the SWM issues/requirements to be consider by the applicant when preparing the storm servicing strategy for this land:
- Existing 900mm storm sewer (and sanitary overflow) on York Street may service the proposed re-development proving there is sufficient residual capacity in this pipe and along the downstream storm sewer to accommodate changes in the amount of impervious area. The Owner's Professional Engineer must complete a storm sewer capacity analysis in this regard along with the alternative on-site SWM controls and any associated conveyance system and outlet to be constructed, all to the satisfaction of the City Engineer. The SWM servicing strategy for this land is to be prepared by a Professional Engineer licensed in the province of Ontario.
- The design and construction of SWM servicing works for the subject land shall be in accordance with:
    - The SWM criteria and targets for the Central Thames Subwatershed;
    - Any approved EA, as-constructed information and any accepted functional report or development agreement for the area;
    - The City Design Requirements for on-site SWM controls which may include but not be limited to quantity/quality and erosion control; and
    - The City's Waste Discharge and Drainage By-Laws; the Ministry of the Environment Planning & Design Manual; as well as all applicable Acts, Policies, Guidelines, Standards and Requirements of all approval agencies.

- The design of the SWM servicing work shall include but not be limited to such aspects as requirements for Oil/Grit separator for any proposed parking area, on-site SWM controls design, implementation of SWM Best Management Practices (e.g. Low impact Development "LID" features), grading and drainage design (minor, and major flows), storm drainage conveyance from external areas (including any associated easements), hydrological conditions, Sediment and Erosion control measures, etc.
- The applicant and his consultant shall ensure the storm/drainage conveyance from the existing external drainage through the subject lands are preserved, all to the satisfaction of the City Engineer.
- Additional SWM related comments may be required and provided upon future review of this site.

The above comments, among other engineering and transportation issues, will be addressed in greater detail when/if these lands come in for site plan approval.

Upper Thames River Conservation Authority ("UTRCA") – August 3, 2017 (excerpts)

- The subject lands are regulated and the applicant has pre-consulted with the UTRCA regarding the proposed development. We have no objections to this application and encourage the applicant to contact our Land Use Regulation Officer to discuss the submission requires for our Section 28 permit approval process.

PUBLIC LIAISON:	On July 12, 2017, Notice of Application was sent to 258 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 13, 2017. A "Possible Land Use Change" sign was also posted on the site.	12 replies were received
Nature of Liaison: The purpose and effect of the application is to permit the comprehensive redevelopment of the subject site for a 24-storey (72 meters) building comprised of 245 residential units and may contain approximately 2,781 sq. m of retail, commercial and office space in the base of the building. Parking will be provided between 2-levels of underground parking and 2-levels of above ground parking contained in the building. The removal of a holding provision requiring a wind impact assessment will be considered. A bonus zone B(*) will be considered providing for maximum density of 464 units per hectare in return for the construction of a specified building design and other eligible facilities, services or matters identified in section 19.4.4 of the City's Official Plan. Should part of 330 Thames Street not be included in the requested amendment, bonus zone B(**) will be considered to permit a maximum density of 605 units per hectare as a result of the reduced land area. The building would include the same number of residential units, but may not include retail, commercial or office space in the base of the building.		

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Responses:

One (1) telephone respondent believes that the overall height of the proposed building is not appropriate adjacent to the Thames River and suggested that the building height should be switched so that there is less height towards the river and greater height towards the Downtown core. The respondent also believes the high-rise built form to be out of place adjacent to the river and that it would disrupt the peaceful views and passive use.

One (1) telephone respondent believes 330 Thames Street should remain a green space. The respondent also believes that the 10-storey portion of the tower and 24-storey portion of the tower should be switched so that there is less height towards the river and greater height towards the Downtown core. The respondent believes the building should be memorable given its significant location. The respondent would like a grocery store to be located in the proposed commercial-retail space.

One (1) telephone respondent requested confirmation of ownership for 330 Thames Street and clarification regarding the proposed building setbacks to property lines.

One (1) telephone respondent requested general information regarding the proposal and requested a copy of the Urban Design Brief.

One (1) counter respondent requested clarification regarding the drawings attached to the Notice of Application and requested a copy of excerpts from the Urban Design Brief including the rooftop amenity space drawings and renderings.

One (1) counter respondent reviewed the Urban Design Brief.

Five (5) written responses (attached) expressed concerns and opinions including, but not limited to the following: concern regarding existing wind conditions and wind impacts to result from the proposal; concern regarding shadow impacts (“impacts on light”); the opinion that 330 Thames Street should remain green space (parklands); concern regarding the proximity of the proposal to 19 King Street and the distance between the proposed building and 19 King Street; the opinion that the entrance should be from York Street and not from Thames Street; the opinion that the lower portion of the building should be towards to the river and that the higher portion of the building should be towards the Downtown core; concern regarding possible damage to 19 King Street as result of construction; and concern regarding comprehensive traffic impacts as a result this, and other recent development proposal in the area.

ANALYSIS

Subject Lands

The subject lands are located on the north side of York Street, east of Thames Street, and are comprised of four (4) parcels known municipally as 32, 36, and 40 York Street and the southerly part of 330 Thames Street. Not included in the subject lands is 24 York Street and the northerly part of 330 Thames Street. 32 York Street is currently occupied by a surface parking lot, 36 York Street is currently occupied by a 2 ½-storey commercial building used as an entertainment venue (Escape Room) and 40 York Street is a 2-storey commercial building used as a glazing service and supply business (Provincial Glass). The southerly part of 330 Thames Street is covered with sod and contains a number of deciduous and coniferous trees. The subject lands have approximately 92 meters of frontage along York Street (excluding 24 York Street) and approximately 61 meters of frontage along Thames Street. The subject site area is approximately 0.589 hectares (1.46 acres), or 0.405 hectares (1.0 acre) without the south part of 330 Thames Street. The subject lands slope towards the river from a high-point in the northeast to a low-point in the southwest.

Surrounding Context

The subject lands are located at the southwesterly edge of the Downtown within the Downtown Heritage Conservation District (“HCD”) and adjacent to Ivey Park and the Forks of the Thames.

24 York Street which immediately abuts the subject lands is occupied by a 1 ½-storey commercial conversion of a former residential building and gains access to its rear yard parking over a portion of the southerly part of 330 Thames Street. The northerly part of 330 Thames Street is occupied by a parking structure associated with the high-rise residential building at 19 King Street. The parking structure has been integrated into the slope of the land and the roof top is covered with sod. In general, the surrounding land uses are predominately a mix of commercial and high density residential uses, as well as, parklands/open spaces associated with the Thames River. The lands to the north of the subject lands consist of high-rise apartment buildings, the lands to the east consist of low-rise commercial buildings and high-rise apartment buildings, the lands to the south consist of low-rise commercial buildings and commercial conversions of former low-rise residential buildings, and the lands to the west of the Thames River consist of low-rise residential buildings and commercial conversions of former low-rise residential buildings. The subject lands are located near attractions such as Budweiser Gardens, Covent Garden Market, Museum London, the Forks of the Thames and the Thames Valley Parkway System.

Proposed Development
The proposed development is a mixed-use building comprised of a podium base that ranges in height up to 3-storeys as a result of the change in grade from east to west and a residential tower ranging in height from 10-storeys to 24-storeys. The proposed mixed-use building will consist of 212 residential units with up to approximately 805 sq. m of commercial space in the podium-base. The proposed mixed-use building will include 2-levels of underground parking and 2-levels of above-ground parking contained within the building. Two (2) separate vehicular accesses are proposed from York Street, the easterly most vehicular access will accommodate two-way traffic accessing the above-ground parking, and the westerly most vehicular access will accommodate two-way traffic accessing the underground parking. Outdoor amenity space for residents is proposed on the podium-base rooftop area at the northwest corner of the building and on the rooftop area of the 10-storey portion of the tower.

Option 1:
Should the proposed development include the southerly part of 330 Thames Street, the podium base will be extended to the west and will consist of a mix of ground-level commercial space oriented towards Thames Street and York Street, residential lofts above the commercial space, residential lobbies serving the residential lofts and the residential tower and parking contained within the building. The pedestrian entrance to the residential tower will be oriented towards Thames Street and will be centrally located and recessed along the westerly façade. The pedestrian entrance to the residential lofts will be located at the southwest corner of the building. The ground-level commercial space will have separate and direct access along the southerly (York Street) façade and the westerly (Thames Street) façade. Approximately 805 sq. m of commercial space is proposed as part of this development option, as well as approximately 108 underground parking spaces and a total of approximately 262 (underground and above-ground) parking spaces contained within the building. The resulting density, including both the residential units and commercial space, is 414 units per hectare based on the developable lands outside of the lands proposed to be zoned OS4. The yard between the proposed building and Thames Street will be developed as an urban landscaped plaza consisting of a common amenity space with a masonry wall and foundation plantings close to the building, a broad paver stone pedestrian walkway connection to the proposed lay-by along Thames Street to provide for passenger pick-up and drop off, and a concrete pedestrian walkway connection to the public sidewalk on York Street. Deciduous shade trees are proposed along both Thames Street and the York Street sidewalk. The space between the proposed building and York Street will also be landscaped with a mix of hardscape and softscape.

Option 2:
Should the proposed development exclude the southerly part of 330 Thames Street, the podium base will consist of a mix of ground-level commercial space oriented towards York Street, a single residential lobby serving the residential tower, and parking contained within the building. There are no residential lofts proposed within the podium-base as part of this development option, and the primary pedestrian entrance to the residential tower will be located at the southwest corner of the building. There is less commercial space than the first option, with approximately 318 sq. m

of commercial space proposed within the podium-base, having separate and direct pedestrian entrances to York Street. Approximately 101 underground parking spaces and a total of approximately 260 (underground and above-ground) parking spaces are proposed as part of this development option. The resulting density, including both the residential units and commercial space, is 534 units per hectare. This increased density is primarily due to the reduced land area. The space between the proposed building and York Street will be landscaped with a mix of hardscape and softscape, and will include deciduous shade trees.

Figure 1: Option 1 (podium-base extends into southerly part of 330 Thames Street).

Figure 2: Option 2

Provincial Policy Statement 2014

The Provincial Policy Statement ("PPS"), 2014 promotes healthy, livable and safe communities by accommodating an appropriate range and mix of residential, employment and other uses to meet long term needs (Policy 1.1.1 b)). The proposed development provides for a mix a residential and commercial uses which are suitable and encouraged in the Downtown. Settlement Areas are to be the focus of growth and development, and their vitality and regeneration should be promoted (Policy 1.1.3.1). Intensification and redevelopment is encouraged where there is suitable existing or planned infrastructure and public service facilities (Policy 1.1.3.3). The subject lands are currently underutilized in terms of the planned function of the Downtown and the proposed development represents intensification and redevelopment encouraged by the PPS that can be supported by existing and planned investments in infrastructure and public service facilities.

The PPS promotes land use patterns within Settlement Areas that are transit supportive, where transit exists or is planned (Policy 1.1.3.2 5.). The PPS also promotes land use patterns, density and a mix of uses that minimize the length and number of vehicular trips, and which supports the use of transit and active transportation (Policy 1.6.7.4). The subject lands are located in an area which has direct access to existing transit routes and will be within walking distance of planned rapid transit facilities through SHIFT. The proposed mixed-use building will add to the resident and worker population in the Downtown to support transit ridership. The subject lands are also located near active transportation networks including on-road cycling and pathway connections and off-road cycling and pathway connections through the Thames Valley Parkway System.

The PPS encourages a senses a place by promoting well designed built form and conserving features that define character, including built heritage resources (Policy 1.7.1 d)). The PPS directs that significant cultural heritage resources shall be conserved (Policy 2.6.1). Development and site alteration on lands adjacent to protected heritage property shall not be permitted unless the

heritage attributes of the heritage property will be conserved (Policy 2.6.3). The subject lands are located in the Downtown HCD. A Heritage Impact Statement ("HIS") was submitted to demonstrate the compatibility of the proposed development which was considered by the London Advisory Committee on Heritage ("LACH"), and a further Heritage Alteration Permit ("HAP") will be required prior to building permit.

City of London Official Plan

The subject lands are designated "Downtown Area" on Schedule "A" – Land Use to the Official Plan. York Street is identified as an "Arterial" road and Thames Street is identified as a "Primary Collector" road on Schedule "C" – Transportation Corridors to the Official Plan.

Use

The role of the Downtown Area is identified in the Official Plan as the primary office, employment and commercial center for the City of London and its function as the location of new medium and high-density residential is to be strengthened over time (Section 2.4.1 i) and Section 4.1). High and medium density residential development will be directed to appropriate areas within, and adjacent to, the Downtown (Section 2.4.1 vi)). Permitted uses in the Downtown Area include a range of retail, service, office, institutional, entertainment, cultural, medium and high-density residential, transportation, recreational and open space uses (Section 4.1.6). Mixed-use buildings that provide for the vertical integration of two or more permitted uses (except for industrial) is a permitted form of development in all areas of the Downtown (Section 4.1.6 x)). The proposed mixed-use building, and mix and range of residential and commercial uses contemplated for the building, are consistent with the uses permitted within the Downtown Area and are considered desirable and complementary in the Downtown location.

Intensity

The Downtown Area is intended to accommodate the greatest height and density of development permitted in the City and is the location where limitations on the scale of development is less restrictive (Section 4.1). The Official Plan encourages residential growth by supporting a variety of high and medium density housing types (Section 4.1.6 iv)). Currently, the as-of-right the maximum permitted density on the subject lands is 350 units per hectare. The Official Plan enables Council to consider development proposals for higher density than would normally be permitted without an amendment to the Official Plan through Bonus Zoning. (Section 4.1.7 i)). Based on 212 residential units as the total number of residential units and the variable commercial space and variable land area the proposed development would have a density of 414 units per hectare in Option 1 and 534 units per hectare in the Option 2. These densities translate to an added 26 units and 56 units, respectfully, beyond the maximum number of units currently permitted on the subject lands.

Form

The Official Plan contains urban design objectives for the Downtown to ensure a high standard of design in strategic or prominent locations; to ensure new developments complement the function and appearance of significant natural features and/or public open space; and to the extent feasible minimize the obstruction of view corridors to natural features and landmarks; and to ensure new developments are designed to provide for the continuity and harmony of architectural style with existing buildings (Section 4.1.2 i), iv)-vi)).

The development proposal represents a form of development which incorporates a number of desirable design features contributing to the development of a landmark building. The enhanced site and building design is desirable given the gateway location, and will contribute positively to the southwest gateway to the Downtown. The proposed development treats the westerly façade of the proposed building with the same level of detail and high-quality materials as the southerly façade along York Street, recognizing that with or without the southerly part of 330 Thames Street, the westerly façade will be highly visible and impactful upon the Forks of the Thames and the associated public parklands and open spaces. This level of detail complements the public investments in Ivey Park located on the west side of the Thames Street and the Back to the River strategic direction and transformational project to further enhance the Forks of the Thames. With the southerly part of the 330 Thames Street included in the proposed development (Option 1),

the yard between the proposed mix-use building and Thames Street can be further enhanced by the development of an urban landscaped plaza, providing a transition from the more naturalized conditions along the river to built-up areas of the Downtown. The use of brick on the podium base and coloured etched glass is intended to establish continuity with the traditional materials and/or colour palette of the Downtown HCD. The mullions of the glass-window wall along the southerly and westerly facades have also been designed to divide the building mass to complement the vertical rhythm typical of historical commercial facades within the Downtown HCD.

The proposed building and site design have been reviewed by the City of London's Urban Design Staff and the Urban Design Peer Review Panel ("UDPRP"). Building modifications resulting from this design review have been incorporated into the Site Plans, Landscape Plans, Elevations, Renderings and Floor Plans appended to the amending by-law in order to ensure that a high standard of design is achieved and that the development results in a positive contribution to the City's skyline. The comments of the UDPRP are attached as Appendix "B" to this report.

Consistent with the tall building design direction in section 2.3 of the City's Downtown Design Manual ("DDM"), the design of the proposed mixed-use building is divided into a podium-base up to 3-storeys in height, a tower-middle consisting of a 10-storey residential component (to the east) and 24-storey residential component (to the west), and a building cap.

Podium-Base
The podium-base is proposed to be positioned close to the York Street street-edge to contribute to the spatial enclosure of the street consistent with the site layout design direction in section 2.1 of the DDM (page 35). The positioning of the podium-base will also provide a continuous street-wall along York Street consistent with the built form design direction in section 2.2. of the DDM (page 37). The maximum 3-storey height of the podium-base will provide a pedestrian-friendly scale at ground-level and respect the proportions of the adjacent buildings, which are predominately 1-storey to 2 ½-storeys in height, the adjacent streets widths, and the parklands and open spaces near-by.

As noted above in the description of the development proposal, the podium-base will include ground-level commercial space, residential lofts above the commercial space (option 1) and parking contained within the building. The DDM directs that active uses should wrap parking structures (page 35) and moreover, that the base of tall building should contain active uses (page 40). City staff have worked with the applicant to refine the development design so that parking contained with the building, and initially shown immediately adjacent to the York Street frontage, is wrapped by active ground-level commercial space. The most recent revisions to the design of the building include ground-level commercial space with separate and direct pedestrian entrances orientated to York Street (in both Option 1 and Option 2) and Thames Street (Option 1 only), which will contribute to the animation the streetscape and pedestrian environment.

Varied parapet heights on the podium base have been incorporated into the most recent revisions, in order to divide the mass of the podium base and highlight pedestrian and vehicular entrances. In Option 1, the pedestrian entrance to the residential tower will be oriented towards Thames Street and will be centrally located and recessed along the westerly façade of the podium base. A pedestrian entrance to the residential lofts will be located at the southwest corner of the podium-base. In Option 2, the pedestrian entrance to the residential tower is located at the southwest corner of the building and oriented toward York Street. Two (2) separate vehicular accesses are proposed from York Street along the podium-base. The easterly most vehicular access will accommodate two-way traffic accessing the above-ground parking, and the westerly most vehicular access will accommodate two-way traffic accessing the underground parking.

Figure 3: Option 1 Podium-Base – Southerly (York St.) and Westerly (Thames St.) Facades.

Figure 4: Option 2 Podium-Base – Southerly (York St.) and Westerly (Thames St.) Facades.

The materials used for the podium-base include brick, window walls (with vision glass), spandrel glass and etched glass as the primary form of cladding on the southerly façade (York Street) and westerly façade (Thames Street); and brick and precast concrete as the primary form of cladding on the northerly and easterly facades. The materials used for the podium-base, and how they relate to the character of the Downtown HCD, are discussed below as part of the key issues.

Tower-Middle
The middle of the building is the portion of the building above the podium-base and consists of the residential tower. The tower-middle should be set back from streets and adjacent properties to reduce the visual and physical impacts. The tall building design direction in section 2.3 of the DDM (page 41) recommends a 3.0 meter setback or greater from the edge of the podium-base along all streets, parks and open space frontages. The Downtown HCD Plan recommends a 5.0 meter setback to the (front) building line above 18.0 meters in height (Section 6.1.4.1).The tower portion of the proposed building is setback approximately 13.4 meters from the northerly property line; approximately 2.8 meters from the easterly property line; approximately 8.6 meters from the southerly property line; and approximately 8.1 meters (or 6.1 meters without the southerly part of 330 Thames Street) from the westerly property line which delivers the preferred outcome for street-edge and adjacent properties and their uses that would be sensitive to the height of the proposed tower.

As part of the community consultation there was considerable interest around the setback and separation distance between the proposed building and the existing high-rise residential building located to the north at 19 King Street. The separation distance between the two towers would be approximately 26.5 meters. In development option 1 the westerly face of the proposed podium-base would project forward from the westerly face of the residential building at 19 King Street. In development option 2 (without the southerly part of 330 Thames Street) the westerly face of the proposed podium-base would be aligned with the westerly face of the residential building at 19 King Street.

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Planner: Melissa Campbell

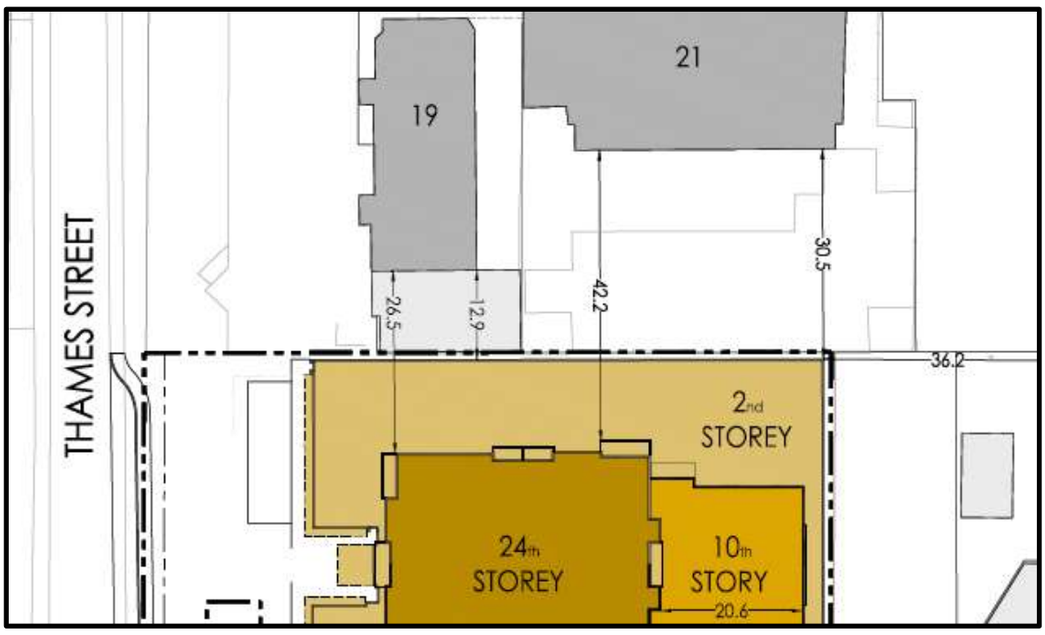

Figure 5: Option 1 – Separation distance between proposed tower and 19 King Street.

The shadow analysis provided as part of the Urban Design Brief submitted in support of the application shows overshadowing impact throughout the day in a form that shifts from property to property (Appendix "C"). The shadows cast by the proposed building, in particular the tower-middle, will pass relatively quickly across nearby properties, streets, parks and open spaces.

Through community consultation it was suggested that the 10-storey tower component (to the east) and the 24-storey tower component (to the west) be switched, so that there is less height towards the river and greater height towards the Downtown or that the height of the building be terraced or "step-up" towards the Downtown. Comments from Urban Design staff recommended that the 10-storey and 24-storey tower components be better integrated, by aligning the south facade, and integrating materials, glazing patterns, and balcony styles in a horizontal manner. The most recent revisions to the design of the building, show the location of the 10-storey tower component and 24-storey tower component unchanged. However, the 10-storey tower component has been aligned with the southerly face of the 24-storey tower component, and through the use of revised material treatments, glazing and balcony patterns, the tower components have been better integrated with one another to the satisfaction of Urban Design staff.

Figure 6: Option 1 – Tower-Middle Southerly (York Street) Facade.

The materials used for the tower-middle include window walls (with vision glass), spandrel glass and precast concrete. To reduce the visual impact of the tower, and the building as a whole, pre-cast concrete balcony columns will be setback from the balcony edge and tempered glass balcony railings will be used.

Building Cap
As the subject lands are located at the south-westerly gateway to the Downtown, and adjacent to the Forks of the Thames, the treatment of the building cap will be highly visible, and should contribute positively to the City's skyline. Consistent with the tall building design direction in section 2.3 of the DDM (page 43) the most recent revision to the building design includes an enclosed mechanical and elevator penthouse integrated with the tower-middle which creates a sculpted roof top form. The sculpted roof form and the proposed rooftop lighting will contribute positively to an interesting and attractive skyline and will create a distinguishable built landmark day or night.

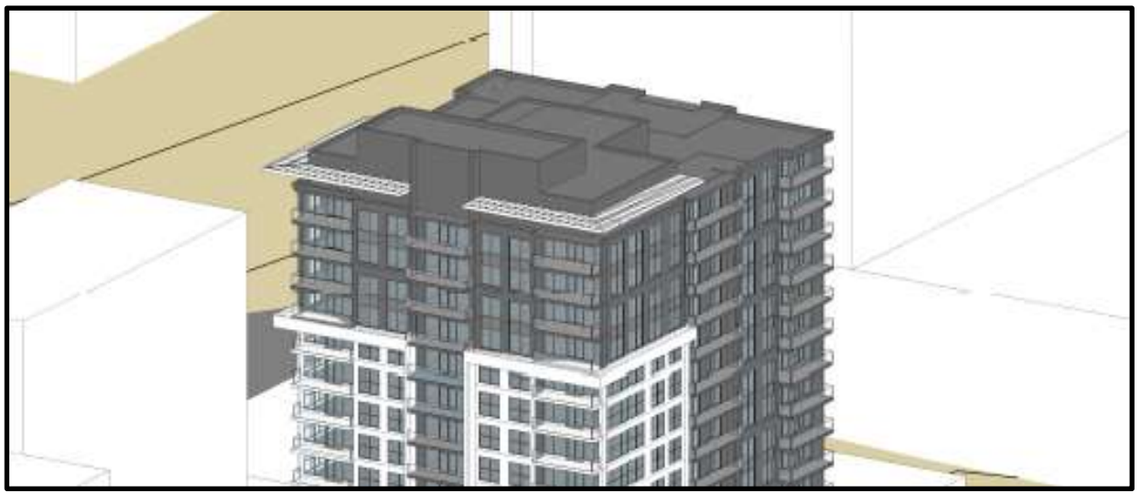

Figure 7: Option 1 or 2 – Building Cap – Southerly and Westerly Facades.

The London Plan
The subject lands are located within the "Downtown" Place Type on Map 1- Place Types to The London Plan. The role of the Downtown Place Type in The London Plan is similar to the role of the Downtown Area designation in the current Official Plan. The Downtown Place Type will allow the broadest range and mix of uses and most intense forms of development in the City (Policy 800_ and Policy 803_). Mixed-use buildings are encouraged to locate in the Downtown (Policy 800_ 2.). The proposed mixed-use building comprised of residential and commercial land uses conforms to The London Plan with regards to permitted uses, and the proposed high-density development conforms to the intensity of development intended for the Downtown in The London Plan. With regards to form, The London Plan provides for a building and site design which places priority of the pedestrian experience, will not negatively impact pedestrian wind comfort, will provide for continuity and harmony in architectural style with adjacent built heritage resources, conforms with the Downtown HCD, and will create a landmark which contributes positively to the City's image (Policy 803_ 2.-7.). The proposed development conforms to all of the above as discussed in detail throughout this report.

Zoning By-law Z.-1

A Bonus Zone is requested to permit the increase density from the current maximum 350 units per hectare to 414 units per hectare including the southerly part of 330 Thames Street, but excluding the lands proposed to be zoned OS4(_); and an increased maximum density of 534 units per hectare excluding the southerly part 330 Thames Street. As noted above, these densities, expressed in units per hectare, translate to an added 26 units and 56 units, respectively beyond the maximum number of units currently permitted on the subject lands.

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Planner: Melissa Campbell

A bonus zone is implemented through a development and/or bonus agreement with the City that is registered on title to the lands. The agreements are intended to "lock-in" the design features that will be incorporated into the form of development to merit the additional density. Through the site plan approval process, the proposed development will be reviewed to ensure all facilities, services and matters that have warranted bonus zoning have been incorporated into the various agreements. These design features are summarized in the recommendation and in the amending by-law and illustrated by the Site Plans, Landscape Plans, Elevations, Renderings and Floor Plans attached as Schedule "1".

The bonus zone will also contain additional regulations specific to the development, such as a reduced setback for the residential component of the building. The Downtown Area ("DA") Zone requires a setback for the residential component relative to the height of the building. Based on the overall height of the proposed building (maximum 80 meters), the required setback to the residential component would be approximately 26 meters from all property lines. The proposed development requires the bonus zone to recognize and provide for reduced setbacks for the residential component of the building. The reduced setbacks to be recognized by the bonus zone are not uniform; rather they vary based on the building design and between the two (2) development options.

A portion of 330 Thames Street is located within the Upper Thames River Conservation Authority ("UTRCA") regulated area, and is within the flood plain. The portion within the flood plain is recommended to be zoned OS4(_) to reflect the restricted use of the lands as hazard lands in conformity with policy 15.6.2 ii) of the Official Plan and consistent with policy 1454_ in The London Plan. It is recommended that a remnant area located at the immediate southeast corner of Thames Street and York Street, which is not within the floor plain, but fragmented from the balance of the developable lands, also be zoned OS4(_) as it not developable on its own. A special provision to the OS4 Zone is required to recognize lot area that is less than the required minimum lot area.

Vehicle Parking
Residential development on lands zoned Downtown Area (DA), implementing the Downtown Area designation, and within Parking Area 1 does not require the provision of vehicle parking given the central location, high walkability and transit options. While vehicle parking is generally required for non-residential uses within Parking Area 1, any existing commercial space can be subtracted from the new or redeveloped commercial space, when calculating the required vehicle parking. As the existing commercial space located at 36 and 40 York Street is greater than the commercial space proposed, the development proposal does not require the provision of any vehicular parking. The proposed development is however recommended to be bonused in part on the provision of 108 underground parking spaces (Option 1) or 101 underground parking spaces (Option 2). In total, underground parking and above-ground parking contained within the building would provide for up to 262 parking spaces.

Bicycle Parking
Bicycle parking is required for the residential component of the proposed building at a rate 0.75 spaces per unit, which equates to a total of 213 bicycle parking spaces. The non-residential demand for bicycle parking spaces is based on 7% of the total number of required vehicle parking spaces. As there is no requirement for vehicle parking spaces, there is no requirement for bicycle parking for the non-residential component of the proposed building. The required number of bicycle parking spaces for the residential component of the building, and their location will be provided for through the Site Plan Approval process.

<u>The City of London Downtown Plan: Our Move Forward</u>
The development proposal has also been reviewed relative to the Our Move Forward: London's Downtown Plan. The proposed development is adjacent to the Forks of the Thames which is a transformational project identified in the Plan, and the proposed development is consistent with the following strategic directions and planning policies in the Plan:

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- Strategic Direction 2.2 (*Reconnect with the Thames River*) – the proposed development supports the development of an urban riverscape edge with active uses, and will add to the commercial and residential opportunities adjacent to the river.

- Strategic Direction 3.5 (*Forge connections with the downtown neighbourhoods*) – active ground-level commercial uses are proposed within the podium-base along York Street, which will support the pedestrian experience and commercial environment along York Street to better achieve balanced pedestrian and vehicular movements along this street.

- Strategic Direction 4.6 (*Green our downtown*) – in support of promoting green infrastructure and construction techniques, the building features and construction practices are proposed to be equivalent to a LEED silver rating. Consistent with planning policy 4.1 that provides for the protection and incorporation of natural elements into the design of new developments, particularly along the Thames Valley Corridor, the inclusion of the southerly part 330 Thames Street provides an opportunity for enhanced landscaping between the proposed building and Thames Street which would provide a transition from the more naturalized conditions along the river to the built-up area of the Downtown. The proposed development will also include a green roof on portions of the podium rooftop area to reduce stormwater run-off and the urban heat island effect consistent with planning policy 4.8.

- Strategic Direction 5.1 (Build a great neighbourhood) – the proposed development supports growing a larger residential community in the Downtown to support commercial uses that provide for residents' daily shopping needs. The proposed development will contribute to the range and mix of dwelling types available in the Downtown consistent with planning policy 5.1.

- Strategic Direction 5.5 (Build a great neighbourhood) – the proposed building and site design is sympathetic to the character of the Downtown HCD and will help to conserve the Downtown cultural heritage values. By providing for residential tower setbacks and providing active commercial space at ground-level, the proposed development will add to the quality of the area and provide a high standard of amenity for all users consistent with planning policy 5.5.

- Strategic Direction 6.3 (Create the Buzz) – the proposed development will include rooftop lighting that provides a distinguishable landmark in the night-time sky consistent with the policy direction that provides for innovative lighting and audio technology for Downtown buildings and spaces and is consistent with the planning policy 6.9 that tall buildings be designed to function as landmarks.

Key Issues

Heritage
The subject lands are located within the Downtown HCD, and subsequently the properties are designated under Part V of the Ontario Heritage Act. The Official Plan supports a balanced approach to the preservation and retention of built heritage and the promotion of continued growth and development in the Downtown Area. Generally, within HCDs the design of new development should be sensitive to, and in harmony with, heritage resources, and complement the prevailing character of the area (Section 13.1 iii) and Section 13.3.6 ii)). Where buildings are designated under the Ontario Heritage Act, no alterations, removal or demolition should be undertaken that would adversely affect the reason for designation (Section 13.2.3).

The applicant has submitted a Heritage Impact Statement ("HIS") as part of the Zoning By-law Amendment application. The purpose of the HIS is to assess the impacts of the proposed development on the cultural heritage value and attributes of the Downtown as identified in the Downtown HCD Plan. A memo from Heritage and Urban Design staff dated July 7, 2017 provided initial comments to the applicant's agent summarizing expectation regarding building design, and how the initial development proposal could better achieve compliance with the Downtown HCD Plan, the City's urban design policies and practices. The development design was subsequently refined on July 18, 2017 and finally on August 8, 2017. The final development design, reflected in the Site Plans, Landscape Plans, Elevations, Renderings and Floor Plans appended to the

amending by-law is sympathetic to the adjacent heritage resources. As noted above, the podium-base, up to 3-storeys in height, is compatible with the height of the existing adjacent buildings that range in height from 1-storey to 2 ½ - storeys in height. The use of brick on the podium base and coloured etched glass is intended to establish continuity with the traditional materials and/or colour palette of the Downtown HCD. The mullions of the glass-window walls along the southerly and westerly facades have been designed to divide the building mass to complement the vertical rhythm typical of historical commercial facades of the Downtown HCD.

As noted above, the development design treats the westerly façade of the proposed building with the same level of design and high quality materials as the southerly façade, recognizing that the westerly façade will be highly visible and impactful upon the Forks of the Thames. The inclusion of the southerly part 330 Thames Street in the development design provides for an enhanced landscape treatment that would provide a transition from the more naturalized conditions along the river to built-up areas of the Downtown Area.

With regards to the potential adverse impacts of the requested demolition of the buildings at 36 and 40 York Street, it is the opinion of Heritage staff that unsympathetic alterations to 36 York Street have diminished the heritage significance of the building; and neither property define, maintain nor support the character of the Downtown HCD.

Heritage staff are satisfied that proposed development is sufficiently consistent with the principles and guidelines found in the HCD Plan as well as other City policies. The design for the proposed development mitigates the loss of the demolished buildings at 36 and 40 York Street through an approach to compatible infill that harmonizes massing, setbacks and materials to minimize negative impacts on adjacent cultural heritage resources. In addition to compatible built form, reference to the history and/or heritage of the subject lands through a series of etched glass renderings of the historic streetscape at this location, interpretative signage and/or other such features will provide a tangible representation or memorial to 36 York Street representative one of the last mission halls or “little churches” within the Downtown area. The proposed development concept supports the enhancement of the streetscape and pedestrian realm along York Street, and will add to the skyline of the Downtown with a prominent building supporting quality design and construction.

Wind Assessment
The current zoning includes a holding provision to ensure development over 15 meters in height will not have an adverse impact on pedestrian-level wind conditions by requiring the submission of a wind impact assessment. The holding provision also requires that any recommendations contained within the wind assessment for building design or site modifications necessary to achieve acceptable wind conditions be incorporated into the proposed development.

The applicant has submitted a pedestrian level wind study in conformity with the holding provision. The study concluded that the addition of the proposed development will result in a marginal increase in the localized wind speeds, with wind speeds that are stronger than desired at the southwest corner of the building during the winter months. The proposed development is not expected to change the existing pedestrian wind comfort conditions in the broader area surrounding the subject lands. In order to improve the pedestrian wind comfort conditions at the southwest corner of the building three (3) potential wind control strategies have been identified: 1) coniferous or marcescent landscaping in place of deciduous landscaping; 2) extending the canopy depth outward and extending the length of the canopy along the westerly building façade; and 3) providing an overhead trellis between 24 York Street and the proposed building. Direction to the Site Plan Approval Authority has been provided to consider the implementation of these control strategies through the site plan approval process.

Transportation
The applicant has submitted a Transportation Impact Assessment (“TIA”) as part of the Zoning By-law Amendment application. Transportation staff have reviewed the TIA and agree with the conclusions and recommendations. Existing transit and active transportation was considered as part of the TIA, given the location of the subject lands proximate to transit routes along York Street

and Ridout Street and on-street and off-street cycling and pedestrian connections.

With regards to concerns raised through the community consultation process about the cumulative traffic impact of this, and other near-by development proposals, typically TIAs would include the background growth information attributed to TIAs completed for other near-by developments. In this instance, the TIA for 50 King Street was deferred to Site Plan Approval so there was no TIA information to include or evaluate through this application. However, prior to the development proposal for 50 King Street proceeding, a future TIA would be expected to include the background growth information attribute to this application. The implementation of rapid transit near the subject lands will occur over an extended period of time, such that it is difficult to gauge or evaluate the impact on traffic. However, it is reasonable to expect that the provision of rapid transit would have the effect of reducing the number of private vehicle trips generated by the proposed development.

Parklands/Green Space.
The southerly part of 330 Thames Street is covered by sod and contains a number of deciduous and coniferous trees. This space is used informally by the public as "green space", although it is separate from the formally established and zoned parklands located on the west side of Thames Street (Ivey Park). There is no instrument on the title of the lands that would formally provide for public access and/or use of the southerly part of 330 Thames Street as a public park; and the lands are currently designated "Downtown Area" on Schedule "A" – Land Use in the City of London Official Plan and zoned Holding Downtown Area (h-3•DA2•D350) Zone in the City of London Zoning By-law Z.-1. This is the same designation and zoning as the balance of the subject lands. The southerly portion of 330 Thames Street can be developed for a range of urban built forms and land uses as-of-right, without the need for changes to the designation and or zoning of the lands. As such, no loss of formal parklands will result from this development application.

CONCLUSION

The proposed development is consistent with the Provincial Policy Statement and conforms to the intent and policies of the City of London Official Plan, The London Plan and the Downtown London Heritage Conservation District Plan and other relevant Downtown policy documents. The proposal will appropriately redevelop a prominent Downtown location and contribute to the regeneration and revitalization of the Downtown as a whole, through a high standard of design and positive contributions to the streetscape and skyline. The use of bonus zoning will facilitate increases in density and reduce the setbacks for the residential component of the building, as well as ensure the building form and design will fit within the surrounding area and provide for an enhanced design standard.

PREPARED BY:	**SUBMITTED BY:**
MELISSA CAMPBELL, MCIP, RPP **PLANNER II ,CURRENT PLANNING**	**MICHAEL TOMAZINCIC, MCIP, RPP** **MANAGER, CURRENT PLANNING**

RECOMMENDED BY:
JOHN M. FLEMING, MCIP, RPP **MANAGING DIRECTOR, PLANNING AND CITY PLANNER**

Agenda Item # Page #

File: Z-8789
Planner: Melissa Campbell

August 18, 2017
MC/mc
Y:\Shared\implemen\DEVELOPMENT APPS\2017 Applications 8723 to\8789Z - 32, 36 & 40 York St (MJC)\PEC\Z-8789 - 32, 36, 40 York St & part of 330 Thames St PEC Report (August 18-17)

Agenda Item # Page #

File: Z-8789
Planner: Melissa Campbell

Responses to Public Liaison Letter and Publication in "The Londoner"

Telephone	**Written**
Murray Kelly – 19 King Street	Maya Shatzmiller -1003-19 King Street
Clair Soper – 403-19 King Street	John Berry - 901-19 King Street
Betty Boon -302-19 King Street	Clair Soper -403-19 King Street
Marjorie Sheasby -1102-19 King Street	Joan Smith - 703-19 King Street
Tim Kingsmill -701-19 King Street	Trevor Smith - 703-19 King Street
	Brian Timney - 301-19 King Street
	Laura Hill – 330 Ridout Street
	Murray Kelly – 19 King Street
	Ann Kelly – 19 King Street

File: Z-8789
Planner: Melissa Campbell

Insert written responses received

Dear Melissa,

The tower that Tricar plans to build on York near Thames Street is far too high and inappropriate so close to the Thames River.

The Thames is London's main enduring asset and as such City Planners and Council have an ethical duty to protect it for the benefit of all Londoners.

High rise buildings should be tiered back from the Thames - not just at the Forks, but all along the river. Tricar should not be allowed to build a 24 storey building so close to the river. Stand in the Peace Garden and visualize this sight.
Then think of how bad planning destroyed Toronto's waterfront. Let's not let this happen to London! Many more suitable sites are available in the downtown area.

Very truly yours,
Ann & Murray Kelly,
19 King Street,
London

-----Original Message-----
From: Hill [redacted]
Sent: Friday, August 18, 2017 1:18 PM
To: Campbell, Melissa <mecampbell@london.ca>
Subject: Re: Z-8789

Thank you for the opportunity to submit comments on the proposed Tricar building at Thames and York streets, specifically, Z-8789.
I stand opposed to a development of this magnitude set against the Thames River. I live in the Tricar building on Ridout St and feel, it too, was too large for the proximity. The best designs for areas like this have descending heights as it moves towards such a water focal point. The proposal for King Street from Middlesex County received a lot of controversy for the same reason, to which I also was opposed. This structure is even closer to the river! Leave the river open, accessible, bright, large and inviting. The city should be taking over these areas and expanding them as public spaces. I attend the Talbot Street church now standing in the shadow of Tricar's new Azure building and don't see why - other than the mighty dollar, of course - that Tricar has to build such imposing structures and with city approval for same! There is barely room to breathe between those two buildings and it looks odd. I want to see downtown infill as well as this will only improve downtown living. But the city should have taken the strong stand long ago that it would now allow high density near the Thames River to deter this and future building proposals.
Laura Hill
330 Ridout St. N.

File: Z-8789
Planner: Melissa Campbell

Brian Timney
301–19 King St.
London, ON
N6A 5N8
Canada

17 August 2017

Ms. Melissa Campbell, Planner
City of London, Planning Services
PO BOX 5035
London, ON
N6A 4L9

By e-mail

Dear Ms. Campbell:

Re: Tricar Proposal – Z-8789 (32, 36 & 40 York St and 330 Thames St)

I am writing as a resident and owner of a condominium unit at 19, King St. to provide comment on the Tricar proposal to amend the zoning by-law. While I recognize the need for additional development to increase the residential density in the downtown core, and have no objections to the construction of a new building, there are several issues that I believe should be addressed before a final decision is made with respect to the final disposition of the site. I have listed these below:

1. **Traffic flow:** Currently, Thames St. and its continuation onto King St. serves a variety of roles. It provides access to the park area around the Forks and is in constant use, especially in the summer. This traffic is likely to increase as the City implements its Back to the River plan. Thames St. is also a main route from Stanley St. into downtown, and can be very busy during peak periods in the morning and afternoon. A new building will significantly increase traffic flow. Although this would not be too much of a problem if it were the only change to the area, there are a number of other potential developments that would make this a much more complex issue. These include: the possibility of a further high-rise building at 50 King, and another around 100 King; the changes to traffic flow as a result of the BRT project; and changes that might result when Dundas becomes a flex street. I would request that a comprehensive traffic flow analysis be conducted to assess the impact of all of these developments together.

2. **Thames St. frontage:** The current proposal is to extend the footprint of the development right to the edge of Thames St., with driveway access to the building there. At present, Thames St. is park on the west side and green space on the east. Given the Back to the River initiative, I do not think it would be appropriate to have

File: Z-8789
Planner: Melissa Campbell

a very large building abutting Thames Street. The trees that are currently in place in the area around 330 Thames would provide a more attractive buffer for the proposed building, in the same way that that the lawn areas to the west of 19 King do. Having building access on York St. should also mitigate the potential congestion on Thames St.

3. **Building abuttments:** Although there may little that can be done about this, I do have concerns about the proximity between the proposed building and the south end of 19 King. I assume (hope) that appropriate consideration will be given to the maintenance of the integrity of 19 King and the aesthetics of having two buildings with less than two metres of space between them.

4. **Building design:** The initial design drawings show the taller tower on the west side with the smaller tower to the east. In keeping with my comment above, an alternative design with the smaller tower to the west would give a more open feel to the site.

I hope that these comments will be taken into consideration when the proposal is considered and I look forward to attending the public meetings.

Sincerely,

Brian Timney

[redacted]

File: Z-8789
Planner: Melissa Campbell

From: Trevor Smith [redacted]
Sent: Saturday, August 05, 2017 1:41 PM
To: Campbell, Melissa <mecampbell@london.ca>
Subject: Fwd: Notice of Application to Amend the Zoning Bylaw.

From: Trevor and Joan Smith
Subject: Re: Notice of Application to Amend the Zoning Bylaw.
Date: August 5, 2017 at 1.33 PM EDT
To: "mecampbell@london.ca" <mecampbell@london.ca>

Attention: Melissa Campbell, Planner, City of London.

RE: Z-8789

Proposed application to amend the zoning bylaw 32, 36, 40 york and 330 Thames St.

The Fork of the Thames area is London's major iconic feature and must be protected from unscrupulous development, at all costs. Any proposed developments must be subjected to the most stringent environmental, noise, wind and traffic evaluations.

We object to the proposed amendment to the zoning bylaw because it does not conform to the policies of The London Plan, (lands in the Downtown Place Type) which council has adopted, specifically:

1. The proposed Amendment requests an increase in density to 464 units per hectare in a Downtown Area Bonus Zone, from the permitted 350 units, but does not specify building design to be constructed to house the units. Until more specific design is known the zoning Bylaw amendment should be denied.
2. The holding provision requiring a wind impact assessment should be retained. Wind action between 19 King and 21 King is marked and powerful, and wind tunnel studies of the addition of an 24 storey tower with an 8 storey podium to the neighbourhood should

File: Z-8789
Planner: Melissa Campbell

be carefully investigated. The Amendment should be denied until a a wind impact assessment has been carried out and results made public.

3. Other holding provisions to the site have not been identified in this request for Amendment. Because only part of the plans by Tricar have been revealed, the Amendment should be denied.
4. 330 Thames street property should not be included in any proposed Amendment bonus zoning change. As that property is flood plain, and is controlled by the UTRCA in connection with the Ministry of the Environment which does not permit building on floodplain land, so the amendment to include 330 Thames should be denied. The property should remain as park land and recreational space. The principal entrance to the building should be from York street so as to retain the green space of 330 Thames. No use of 330 which interferes with the use of floodplain for parks and recreation should be considered; the Amendment should be denied.
5. The threat by Tricar to increase density to 605 units per hectare if 330 Thames is not included should most certainly be denied. The Tricar group threatens to squeeze 605 units on to lots 32,36 and 40 while not increasing the height and footprint of the proposed building, nor increasing parking. Any Amendment that locates a building of that density adjacent to flood plain should be denied.

Although the proposed height of 24 storeys and 245 residential units conforms to the Holding Downtown Area Zone, the design and orientation of the proposed building should be improved to complement existing buildings in the neighbourhood and increase air space between the proposed Tricar building and the south facing units of 19 king. The design of the development would be improved if:

1. The 8 storeys of the lower residential block are located on the Thames St. side of the building and the 24 storey apartment tower built on the east side towards Ridout St.
2. The 24 storey tower tower if placed flush with York street as was done in Renaissance II will increase air space between the proposed Tricar build and south facing units at 19 King st.
3. The plan shows only 1.3 metres between the lot line and the North wall of the proposed garage. Immediately adjacent to the lot line to the north is the two storey podium of 19 king st., which which contains an indoor swimming pool suspended above the garage ramp. If placed as close to the lot line as proposed, construction of the Tricar garage may cause damage to the suspended pool of 19 king. The build should be located closer to York street.

In conclusion, any attempt by Tricar to increase density above that provided for in The London Plan, any attempt to gain control of flood plain and divert available parkland away from public use, or any attempt to get slipshod planning approved by council should be vigorously resisted by council.

Yours sincerely

Joan and Trevor Smith, Owners,

703 -19 King St.,

London, On.

N6A 5N8.

File: Z-8789
Planner: Melissa Campbell

Re: Tri car Group application to amend the zoning for 32, 36 and 40 York St. and 330 Thames St. Z8789

I am the owner at 19 King Street of Unit 403. I will be directly impacted by the proposed 24 floor development to my south.

I have several observations to make.

1. You have sent us a plan of the proposed site but **nowhere is the existing 19 King Street building clearly outlined in relationship to a clear outline of the proposed building(s).** The current buildings are outlined but not the footprint of the new proposed building and how it relates to existing buildings.
   Where will the north wall of the new building be in relation to the south wall of 19 King (and of 21 King St. also)? **How many feet will separate the buildings?**
   Where will the parking be? Both indoor and outdoor?
   Where will the entrances be for the parking, and for the front entrance?
   Where is the green space? All roofs should be green.
   Please address the matter of the '**garage roof**'. **How high will it be? Flat? How close will it be to 19 King St.?**

2. There is a need for **both a wind study and a light study** (both artificial light and light from the sky)to see the impact of the proposed building on the existing landscape.

3. The natural slope of the land is towards the river to the west. Would it perhaps be better visually to orient the building so that the **lower building is nearest to Thames Street and the taller portion is towards the east, towards the city center?** This would make less of a 'wall'.

4. Tricar is a large developer in London and should be encouraged to be **more innovative in its designs.** There seems to be a cookie cutter 'BLAH' approach to their existing towers. This is an opportunity for something show-stopping.

5. **With regard to lot 330 on Thames St.:** I understand from the plan that the existing little house/business will be staying. I feel that the whole of that lot should be green and undeveloped as it is for the 19 King north part of the lot. There should be **no driveway or access road from Thames St. The streetscape should continue to be green from York St. to King St. on both sides of Thames Street. The trees should be kept. There should not be even a drop off loop on this protected land.**

6. I am hopeful that one of the new buildings in this area will have a good **supermarket in the lower level.** Yes, we have the market and it is

File: Z-8789
Planner: Melissa Campbell

wonderful but it is time to have a full fledged supermarket downtown, just like in my favourite building, the Manulife Centre at Bay and Bloor in the dreaded Toronto! There is a need for both shopping experiences.

I encourage you to continue to look at this application very carefully. Both 19 and 21 King have been here for decades. A new proposal for development must take into consideration the **impact that it will have on existing residents.**

Would it be possible to have a **scale model of the area** built so that the buildings can be seen in relationship to each other? We would be able to see **relative heights** and **how close the buildings are. Light is an important consideration.**

I believe that with consultation and careful thought, there is an opportunity to design and build a harmonious and lovely building which will indeed improve our area and views. What we have now to the south east is not exactly lovely but at least it is not another building right in our face. And there are beautiful trees near the house that need to stay,

You might also ask if 24 stories are indeed in keeping with the area. Perhaps a little lower structure, this close to the river and parkland, would make a big difference. That would be the beauty of a scale model of the area; we could see what it will look like. In addition, you can reuse the model in future discussions.

London is growing and density is increasing. But we must strive to keep the downtown core a livable and happy place. We have wonderful green spaces in the form of parks. But we need to retain a sense of not being in a concrete jungle when we are in our homes. We need to encourage development but developers need to be mindful that profit is not the only motivation for change. Life should be made better for the residents.

I am looking forward to the community meeting and hope that you will have addressed the expressed concerns of those being directly impacted by this proposal.

For the record, I enjoy seeing and hearing the trains so I am disappointed that one view of them will be taken away!

In summary:

1. I WILL HAVE FEWER OBJECTIONS TO THE DESIGN OF THE BUILDING IF THE LOWER PART IS ON THE WEST SIDE OF THE DEVELOPMENT.
2. I WILL HAVE LESS TROUBLE ACCEPTING THE DEVELOPMENT IF THERE IS NO CHANGE TO THE USE OF LOT 330 ON THAMES STREET

Sincerely,
Clair Soper
403-19 King Street, London, ON N6A5N8

File: Z-8789
Planner: Melissa Campbell

From: JOHN BERRY [redacted]
Sent: Monday, July 31, 2017 11:45 AM
To: Campbell, Melissa <mecampbell@london.ca>
Cc: tanya@tanyapark.ca
Subject: Re: Comments re planing application Z-8789

Thanks Melissa.
I have one question:
Given the close proximity of four residential towers (I am including the two Renaissance towers in that count), shouldn't the wind study extend to a higher level? We don't want residents blown off their balconies.....! So I would question whether wind studies should be restricted to pedestrian level only.
Sincerely,

Dr. John Berry

19 KING STREET - #901
LONDON, ON N6A 5N8
CANADA
[redacted]

File: Z-8789
Planner: Melissa Campbell

City of London
Planning Office
Attn. Melissa Campbell

By e-mail

29 July 2017

RE: Notice of Application to Amend the Zoning Bylaw: 32, 36 & 40 York Street and 330 Thames Street: File Z-8789

We would like to register several comments and suggestions concerning this application. While we are not opposed to development at this location, there are troubling aspects of what is being proposed. We therefore would like to draw the attention of the Planners to the following concerns:

1. Traffic considerations: There are a number of projects in the pipeline that will impact on the traffic in this neighborhood. While taken separately they might not pose serious problems. However if and when all are in place, the cumulative effect on the neighborhood could be very destructive. The projects include the development in question but also:

-50 King Street: 152 Residential units are planned, more than doubling the entrance/exit traffic from residences onto Thames/King Street

-BRT routing through the corner of Ridout and King, with lane reductions. This will cause backups at peak periods on Thames Street;

-Dundas Flex Street which when operational will divert major inbound traffic onto York Street as well as Stanley, Thames and King Streets

-Back to the River which will generate significant new pedestrian and auto traffic into the neighborhood.

We urge the city to conduct a comprehensive traffic study estimating the cumulative impact of all these proposals on King, Thames, York and Stanley Street. It appears likely that eastbound traffic into downtown will increase substantially on these streets. This study should be completed BEFORE a decision on the blousing for increased residential density. We assume that other infrastructure elements: water, sewer capacity will also be verified as being adequate to the increased load. Note that Thames Street currently has approximately 120 residential units. After 50 King and the current development, this will increase to possibly 520 units! A more than four-fold expansion on one city block!

2. Wind Studies: Residents of the neighborhood know that the area near the Forks is extremely windy with westerly winds sweeping up the river valley into downtown. The addition of another high-rise tower, spaced close to existing buildings will likely have a negative impact on this, and this needs be carefully studied. Possibly some design changes can help to mitigate the effects. We are therefore opposed to the removal of any holding provision requiring wind studies!.

3. Protecting Green Space: We note that the developer has an alternative proposal that does NOT include rezoning of 330 Thames Street, with design changes that keep all access on York Street. We believe that this is a far better alternative. It may serve to mitigate some of the negative traffic congestion impacts noted above. It also respects the potential development of Back to the River that will generate increased pedestrian traffic and use of the existing green space. The City should

File: Z-8789
Planner: Melissa Campbell

be trying to expand green space near the river, rather than allowing it to shrink!

4. Spacing: It would appear from the drawings submitted that the spacing between the proposed building and the existing condominium building at 19 King Street would be on the order of 1.3 metres. This raises at several concerns:

- This very narrow gap between the two buildings will need to be secured somehow to prevent its becoming a security hazard used by transients and drug users to the detriment of both buildings.
- The excavation of a two level underground parking garage within 1 ½ metres of the foundation of an existing high-rise carries some risk and the owners of the adjacent property will need to be saved harmless from any damage that may occur.
- The area near the river should reflect an aesthetic of openness, rather than a concrete jungle, so spacing of towers is critically important.

5. A Suggestion: We find the over all design proposed an attractive one. The neighborhood context, however, should be considered with the effect of a high tower directly across from the green space at the Peace Park on the opposite side of Thames Street. The street scape, particularly in its proximity to the Thames River, would be much improved if the design were "flipped" with the high tower on the East end of the parking garage tower. That would create a "step back" from the river and integrate the design more fully with the existing high rise towers nearby. It would also alleviate some of the concerns of 19 King Street about a very high tower just a few metres from their own balconies. Reversing the design would create a more open sense of space around the building, and avoid a "jammed in" appearance, because the spacing with the existing MacGregor Building at 21 King Street is much greater.

In summary, therefore, we recommend:

- A comprehensive traffic study should be carried out before any increase in residential density is approved;
- Wind studies of the effect of an additional tower near the river are essential;
- 330 Thames Street should be preserved as green space and not included in the rezoning;
- Setbacks and the spacing between buildings need careful consideration;
- The proposed design should be flipped along an east-west axis so that the shorter tower is nearest to the river.

We trust that these suggestions will be given serious consideration by the Planning Committee.

Sincerely

Dr. John Berry
901 - 19 King Street
London

Dr. Dean Berry
901 - 19 King Street
London

cc. Tanya Park.

Agenda Item # Page #

File: Z-8789
Planner: Melissa Campbell

From: Maya Shatzmiller [redacted]
Sent: Monday, July 24, 2017 2:43 PM
To: Park, Tanya <tpark@london.ca>
Subject: Proposed building on 32, 36 & 40 York st.

Dear Ms. Park,

As a long time resident and owner of a unit in the building on 19th king st. I would like to express and register my concern about the proposal to build a 24 story building on York st. in front the southern facade of our building. (File N0-8788)

I am concerned because nowhere in the proposal is there reference to the proximity of the outer wall of the proposed building to the southern outer wall of 19 king st. where my unit, 1003, is located. As is obvious from the plans sent to my attention by the city, the close proximity of the north wall of the proposed 24 floors building will completely block the view, the air and the sunlight of the units facing it.

Nor is there any concern expressed about the back alley of the proposed building, forcibly close to the other building given the narrowness of the lot of the planned area between York st and the southern edge of 19 King st. One wonders whether the interests and rights and the well being of current occupiers has been considered and taken into account.

I have been a long term resident and tax payer of downtown London and celebrate any effort to further develop this core area, however, I am concerned by the prospect of thoughtless and fast development suggested by this project and the effect on the quality of life of others.

Please circulate to others in city Hall.

Sincerely

Maya Shatzmiller
19 King st # 1003.

File: Z-8789
Planner: Melissa Campbell

Bibliography of Information and Materials
Z-8789

Request for Approval:

City of London Zoning By-law Amendment Application Form, completed by Stantec Consulting, May 25, 2017

Reference Documents:

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Kasian. *Heritage Memo Response,* August 8, 2017.

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File: Z-8789
Planner: Melissa Campbell

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Stantec Consulting Limited. *Site Plan Proposal 2,* May 2017.

XCG. *Phase I Environmental Site Assessment,* August 16, 2016

Correspondence: (all located in City of London File No. 8789. unless otherwise stated)

City of London -

O'Hagan B., Planning Services - Urban Design. Memo to M. Campbell. July 7, 2017.

Dick R., London Fire Services - Fire Prevention Division. Email to M. Campbell. July 18, 2017.

Giesen A., Transportation Planning and Design. Email to M. Campbell. July 31, 2017.

Roobroeck R., Development Services. Memo to M. Campbell. August 3, 2017.

Upper Thames River Conservation Authority (UTRCA)

Creighton C., Upper Thames River Conservation Authority. Letter to M. Campbell. August 3, 2017.

Counseil Scolaire Viamonde

Lacoursiere V., Counseil Scolaire Viamonde. Email to M. Campbell. July 21, 2017.

Agenda Item # Page #

File: Z-8789
Planner: Melissa Campbell

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2017

By-law No. Z.-1-17_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 32, 36, and 40 York Street and part of 330 Thames Street

WHEREAS The Tricar Group has applied to rezone an area of land located at 32, 36, and 40 York Street and part of 330 Thames Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 32, 36, and 40 York Street and part of 330 Thames Street, as shown on the attached map comprising part of Key Map No. A107, from a Holding Downtown Area (h-3•DA2•D350) Zone to a Downtown Area Bonus (DA2•D350•B(*)•B(**)) Zone and an Open Space Special Provision (OS4(*)) Zone.

2) Section Number 4.3 (Bonus Zones) of the General Provisions is amended by adding the following Site-Specific Bonus Provision:

4.3(_) B(*) 32, 36, and 40 York Street and part of 330 Thames Street

This bonus zone is intended to facilitate a high quality development which substantively implements the Site Plan, Landscape Plan, Elevations, Renderings and Floor Plans attached as Schedule "1" to the amending by-law; and,

i) The contribution of funding for an identified component for *Back to the River* in the amount of $100,000 to be provided during the site plan approval process. The identifiable component of Back to the River will be identified by the City Planner with input from the applicant.

The following special regulations apply within the bonus zone:

a) Regulations:

i)	Density: (maximum)	414 units per hectare
ii)	Setback for Residential Component of Buildings: (minimum)	1.0 metres (3.3 ft.) north 2.5 metres (8.2 ft.) east 2.0 metres (6.5 ft.) south 8.0 metres (26.2 ft.) west
i)	Parking (underground) (minimum)	108 spaces

3) Section Number 4.3 (Bonus Zones) of the General Provisions is amended by adding the following Site-Specific Bonus Provision:

4.3(_) B(**) 32, 36, and 40 York Street

File: Z-8789
Planner: Melissa Campbell

This bonus zone is intended to facilitate a high quality development which substantively implements the Site Plan, Landscape Plan, Elevations, Renderings and Floor Plans attached as Schedule "2" to the amending by-law; and,

i) The contribution of funding for an identified component for the *Back to the River project* in the amount of $150,000 to be provided during the site plan approval process. The identifiable component of Back to the River will be identified by the City Planner with input from the applicant.

ii) The contribution of funding for the *Downtown Heritage Conservation District* in the amount of $150,000 to be provided during the site plan approval process.

The following special regulations apply within the bonus zone:

a) Regulations:

ii)	Density: (maximum)	534 units per hectare
iii)	Setback for Residential Component of Buildings: (minimum)	13 metres (42.6 ft.) north 2.5 metres (8.2 ft.) east 8.5 metres (27.9 ft.) south 6.0 metres (19.7 ft.) west
iv)	Parking (underground) (minimum)	101 spaces

4) Section Number 36.4 (Special Provisions) of the Open Space (OS) Zone is amended by adding the following Special Provision:

) OS4 (*) Part of 330 Thames Street

a) Regulation:

i)	Lot Area (minimum)	553 m^2 (5,952 sq. ft.)

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act*, *R.S.O. 1990, c. P13,* either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on September 5, 2017.

File: Z-8789
Planner: Melissa Campbell

Matt Brown
Mayor

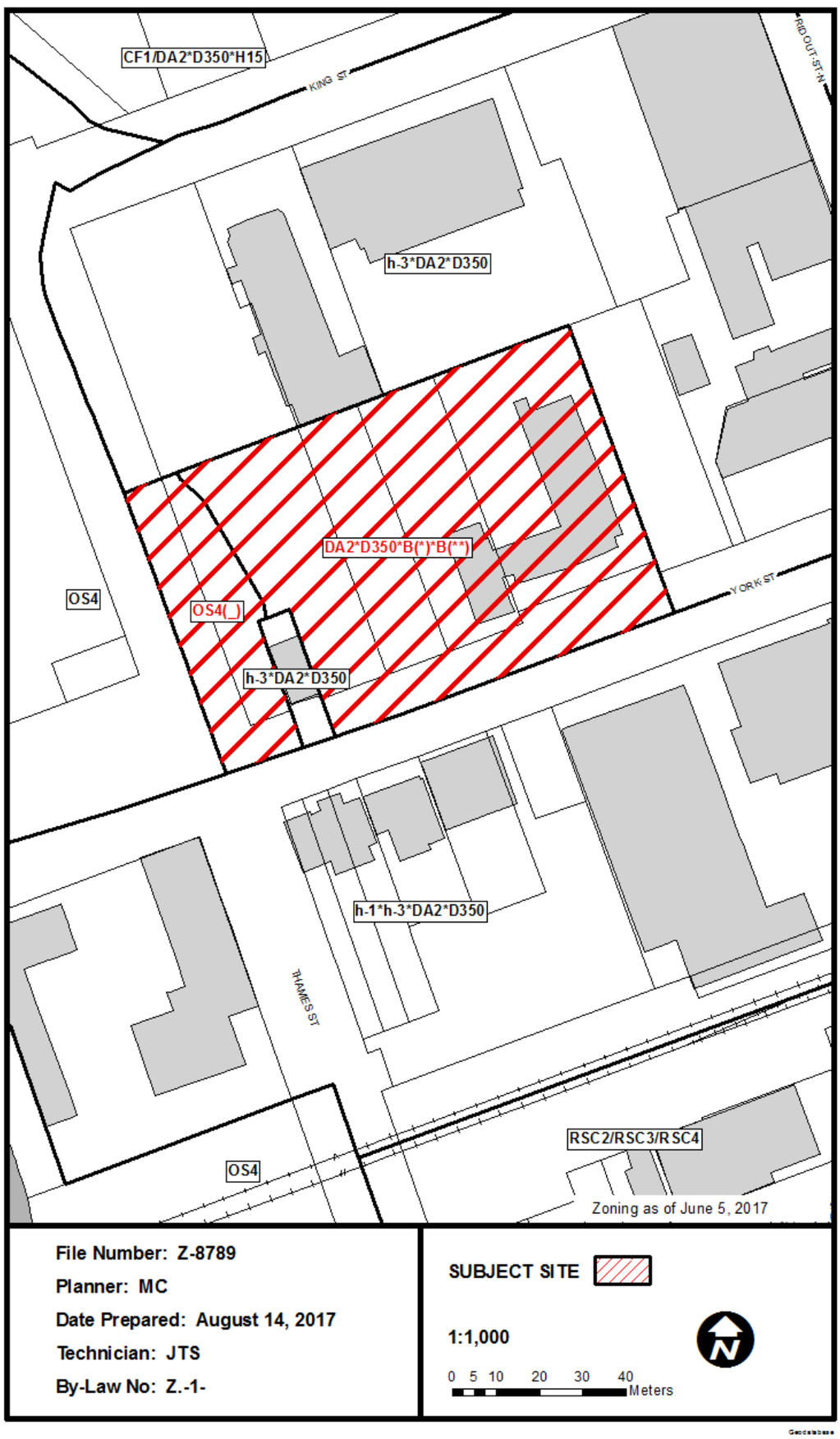
Catharine Saunders
City Clerk

First Reading – September 5, 2017
Second Reading – September 5, 2017
Third Reading – September 5, 2017

Agenda Item # Page #

File: Z-8789
Planner: Melissa Campbell

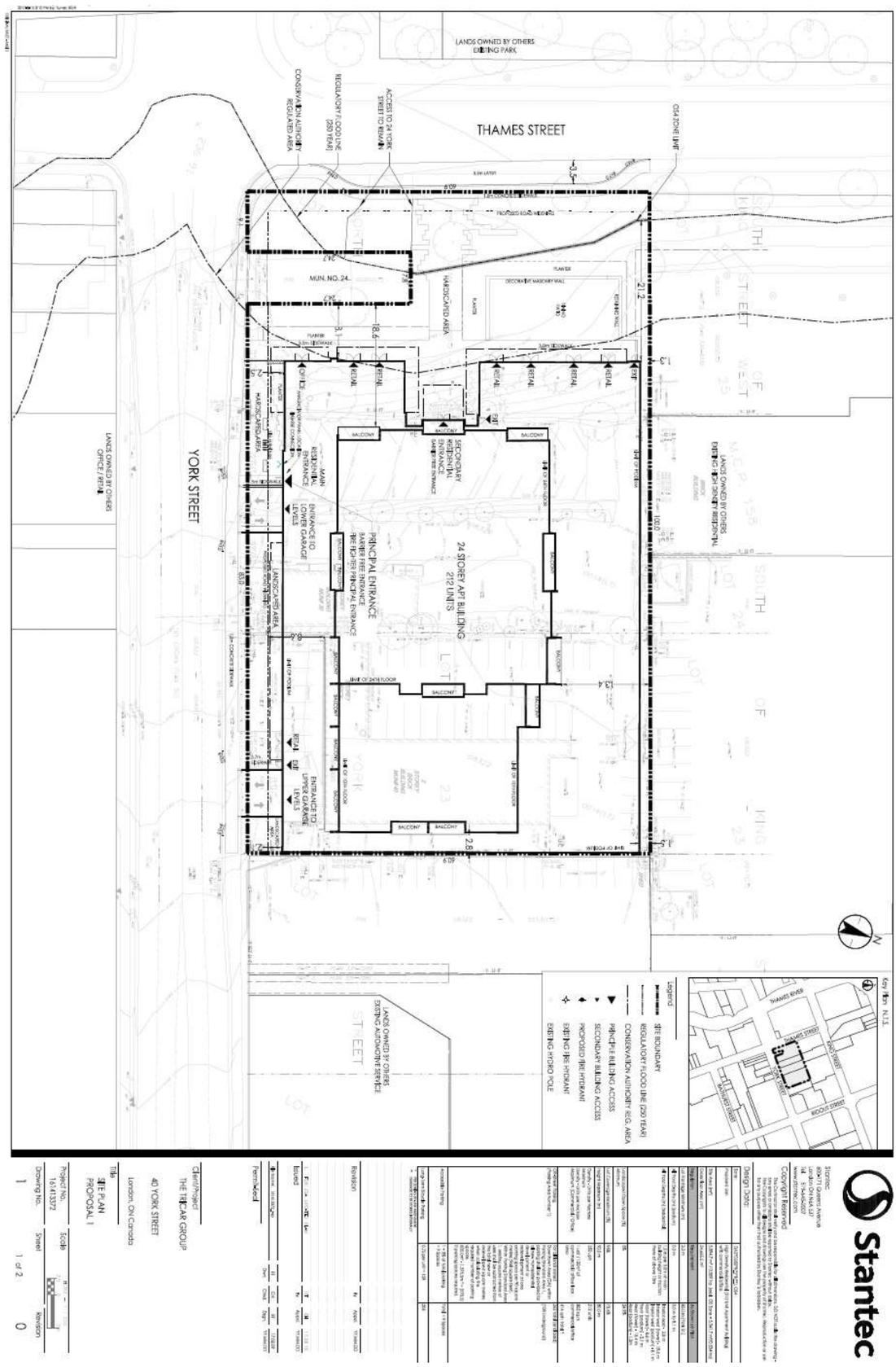
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File: Z-8789
Planner: Melissa Campbell

Schedule “1”

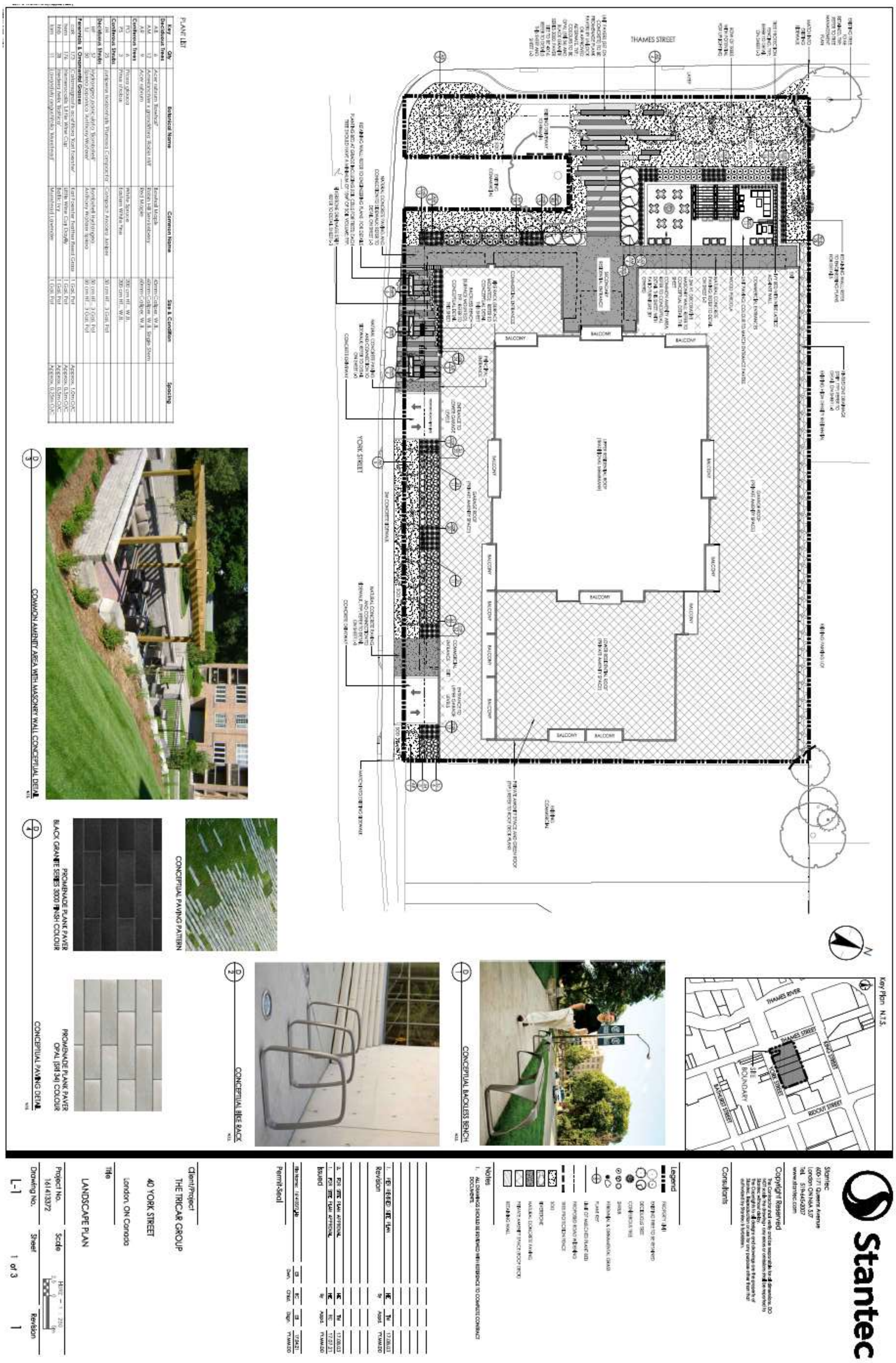
Site Plan – Option 1



Agenda Item # Page #

File: Z-8789
Planner: Melissa Campbell

Landscape Plan – Option 1



File: Z-8789
Planner: Melissa Campbell

South Elevation (York Street) – Option 1

West Elevation (Thames Street) – Option 1

File: Z-8789
Planner: Melissa Campbell

North Elevation – Option 1

East Elevation – Option 1

File: Z-8789
Planner: Melissa Campbell

Southerly & Westerly Façades
– Option 1

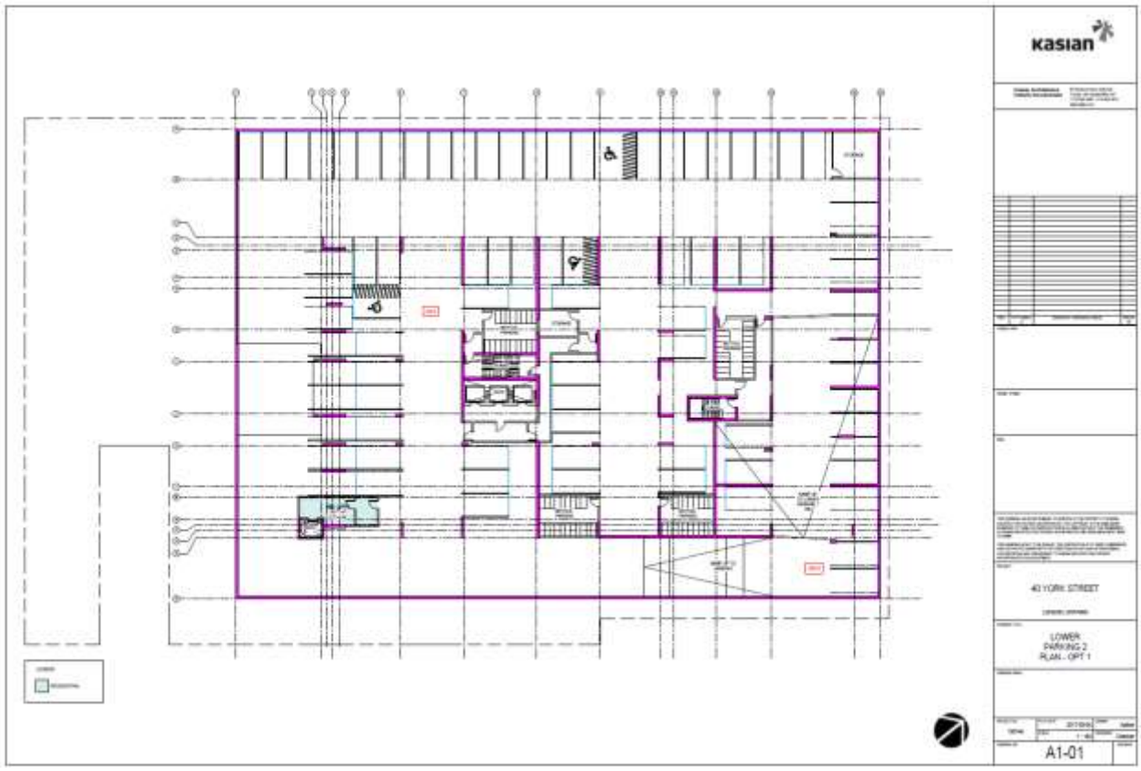
Southerly & Easterly Façades
– Option 1

Southerly & Easterly Façades
– Option 1

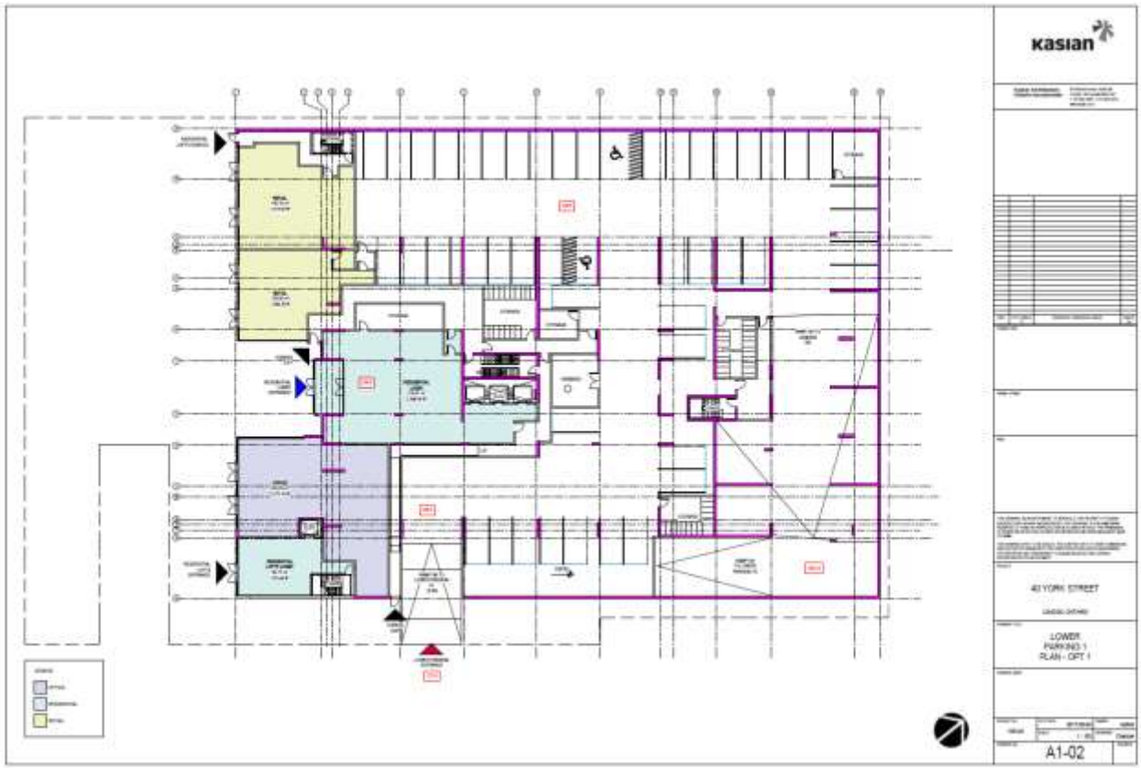
Southerly & Westerly Façades
– Option 1

File: Z-8789
Planner: Melissa Campbell

Lower Parking 2 – Option 1

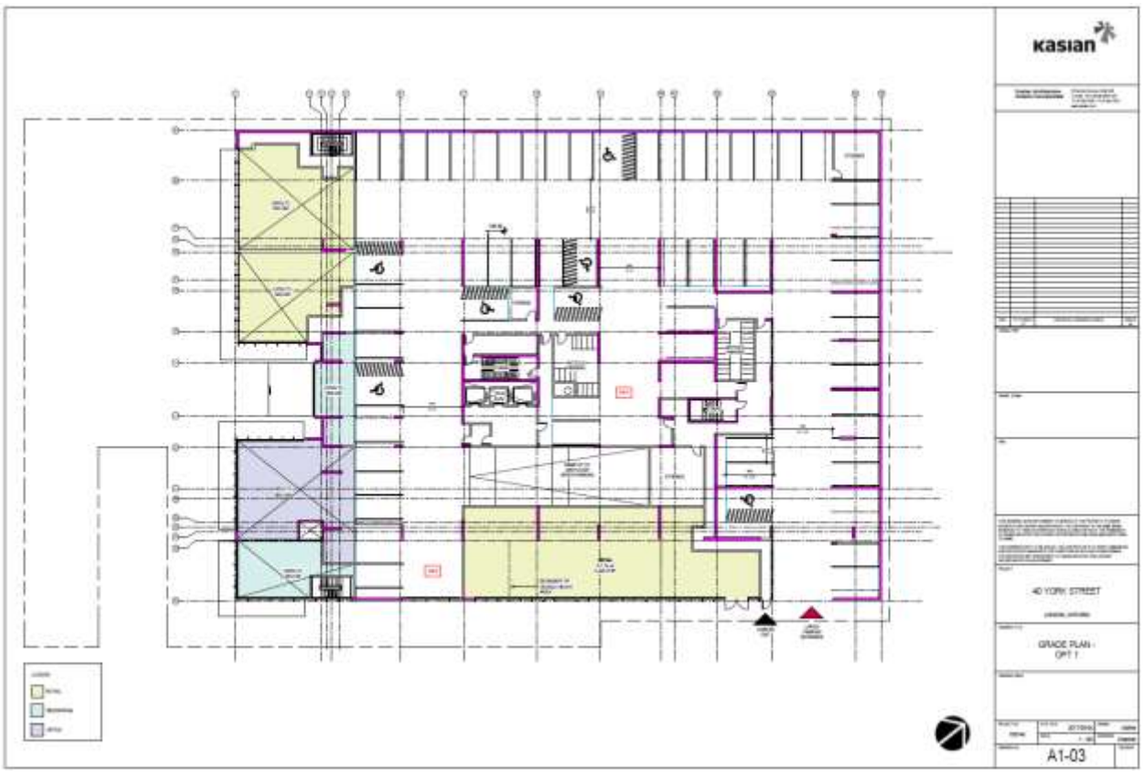


Lower Parking 1 – Option 1

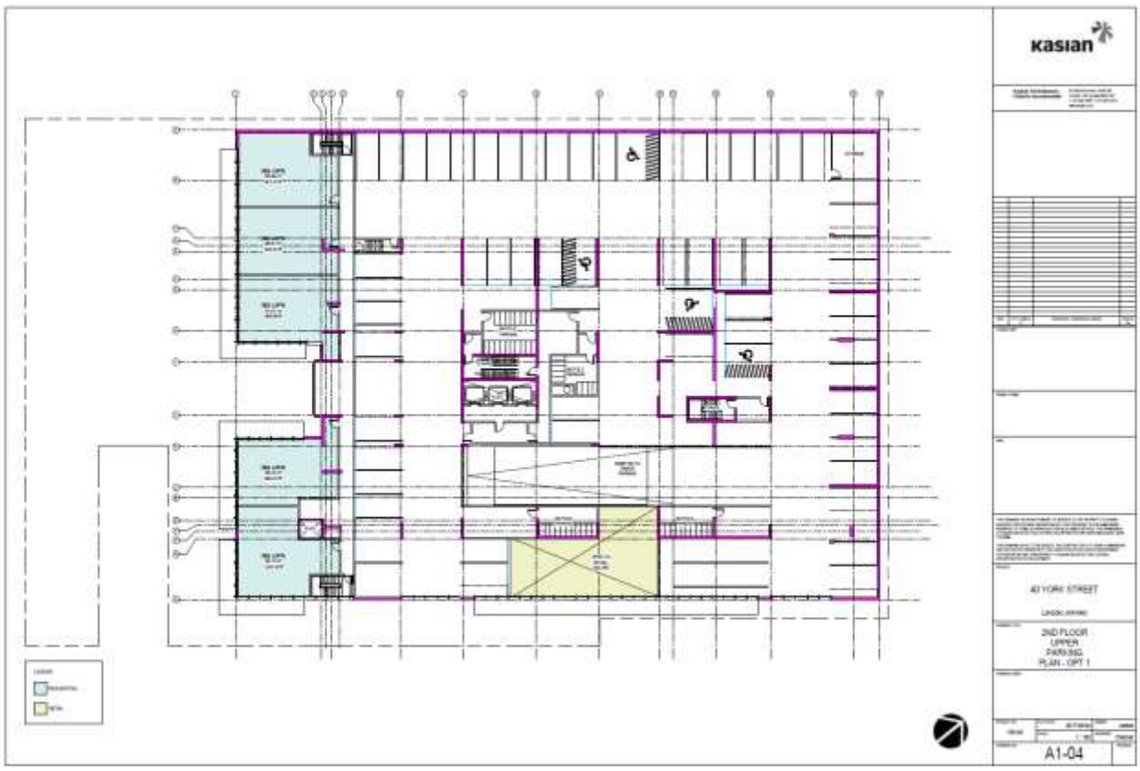


File: Z-8789
Planner: Melissa Campbell

Upper Parking 1 – Option 1



Upper Parking 2 – Option 1

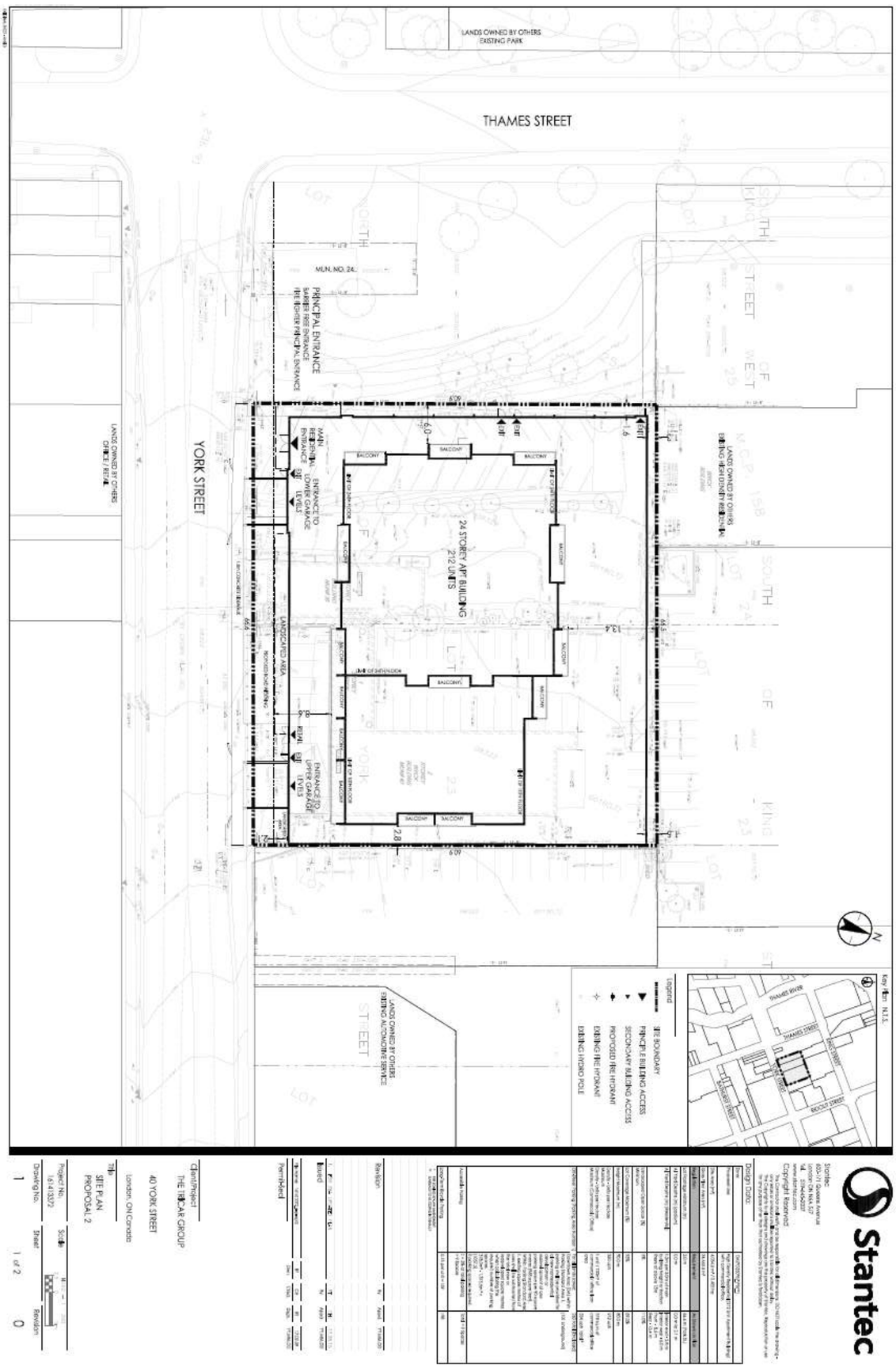


Agenda Item # Page #

File: Z-8789
Planner: Melissa Campbell

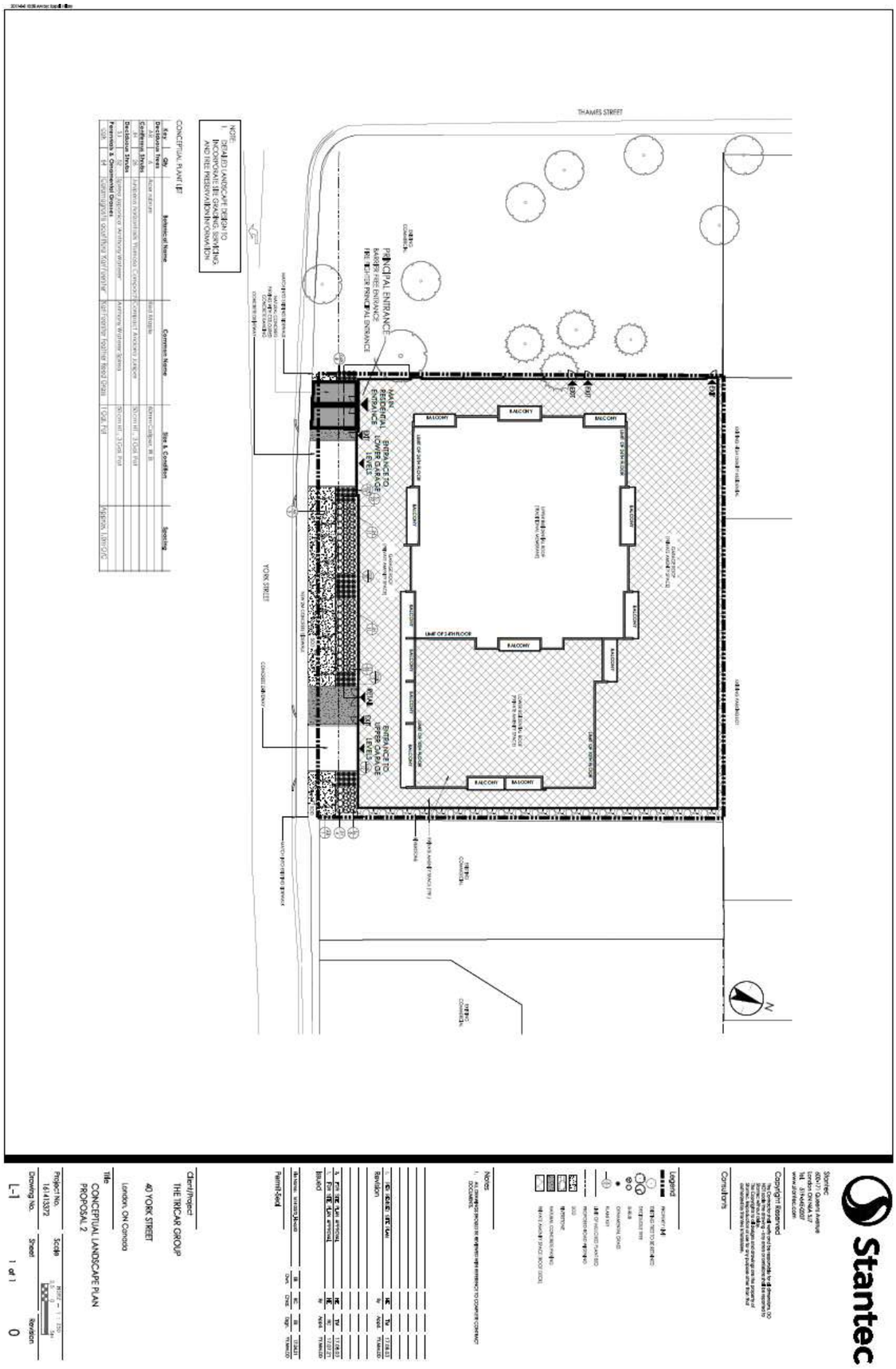
Schedule “2”

Site Plan – Option 2



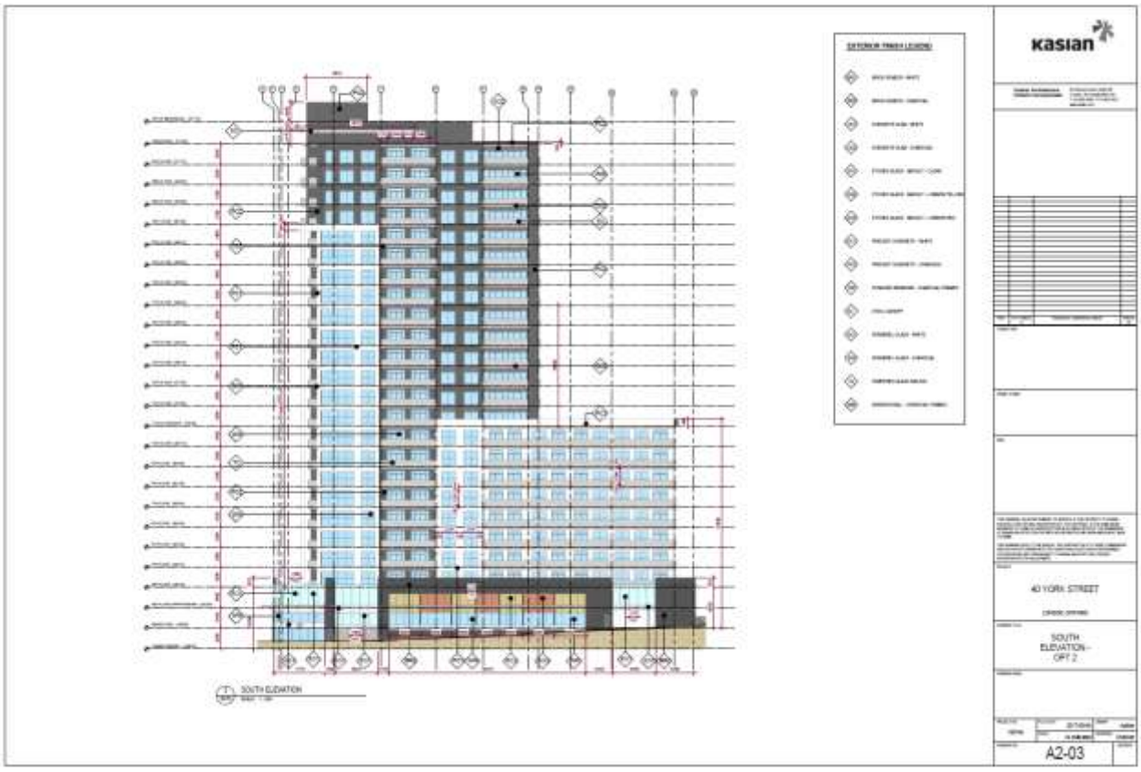
File: Z-8789
Planner: Melissa Campbell

Landscape Plan – Option 2

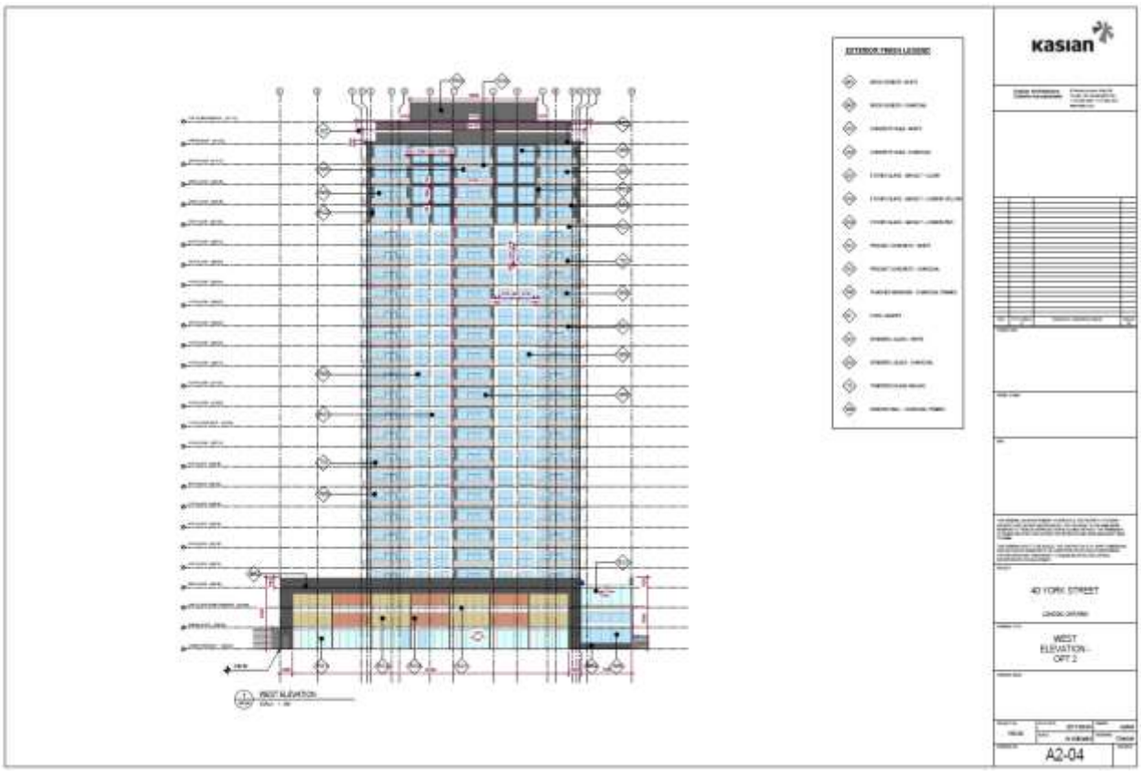


File: Z-8789
Planner: Melissa Campbell

South Elevation (York Street) – Option 2



West Elevation (Thames Street) – Option 2



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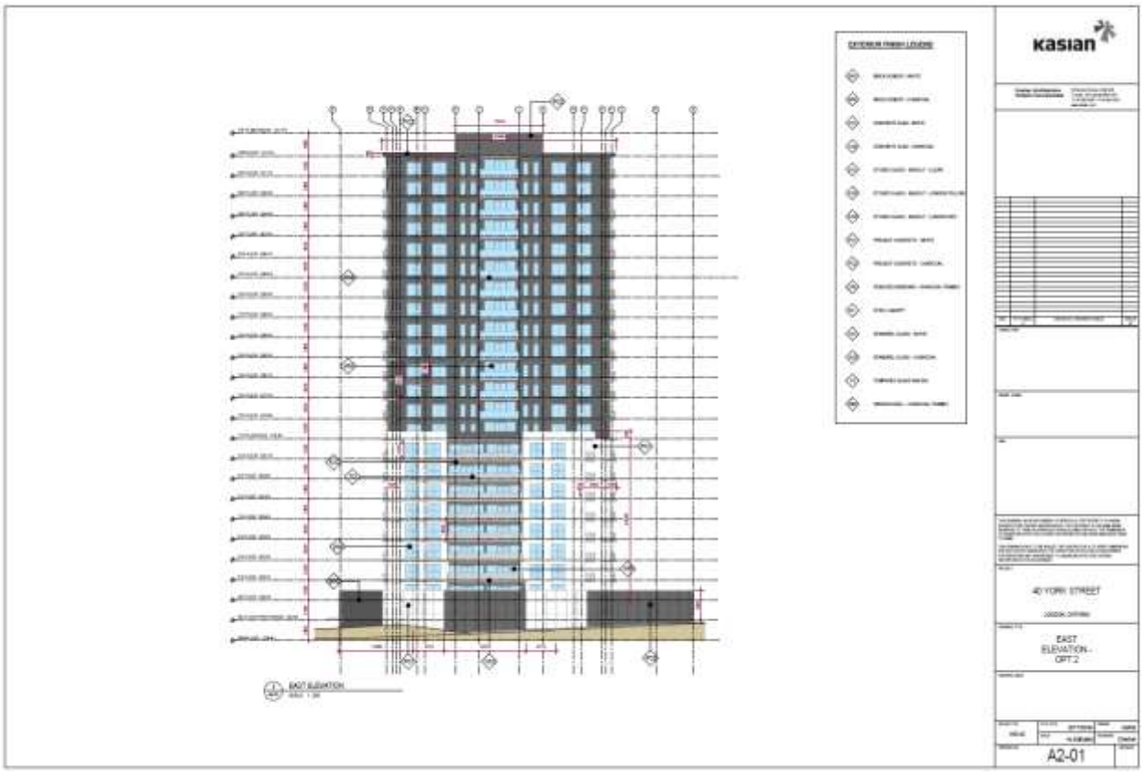
Planner: Melissa Campbell

North Elevation – Option 2

East Elevation – Option 2



File: Z-8789
Planner: Melissa Campbell

Southerly & Easterly Façades – Option 2

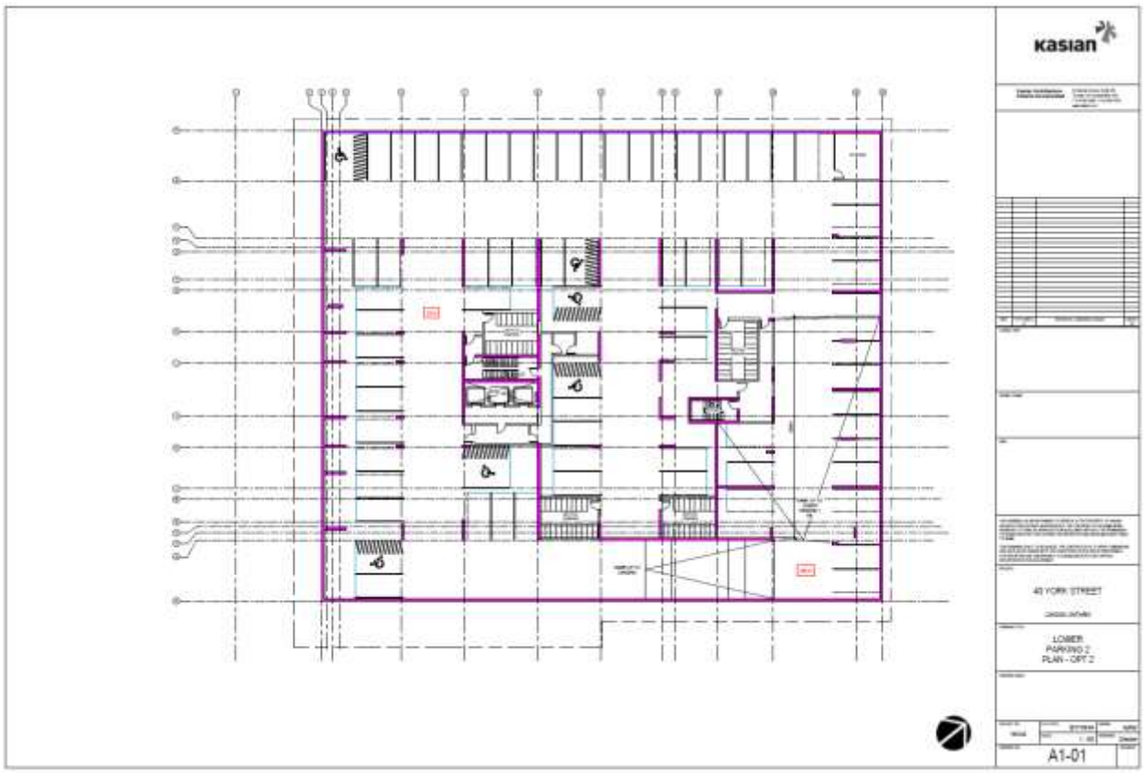
Southerly & Westerly Façades – Option 2

Southerly & Easterly Façades – Option 2

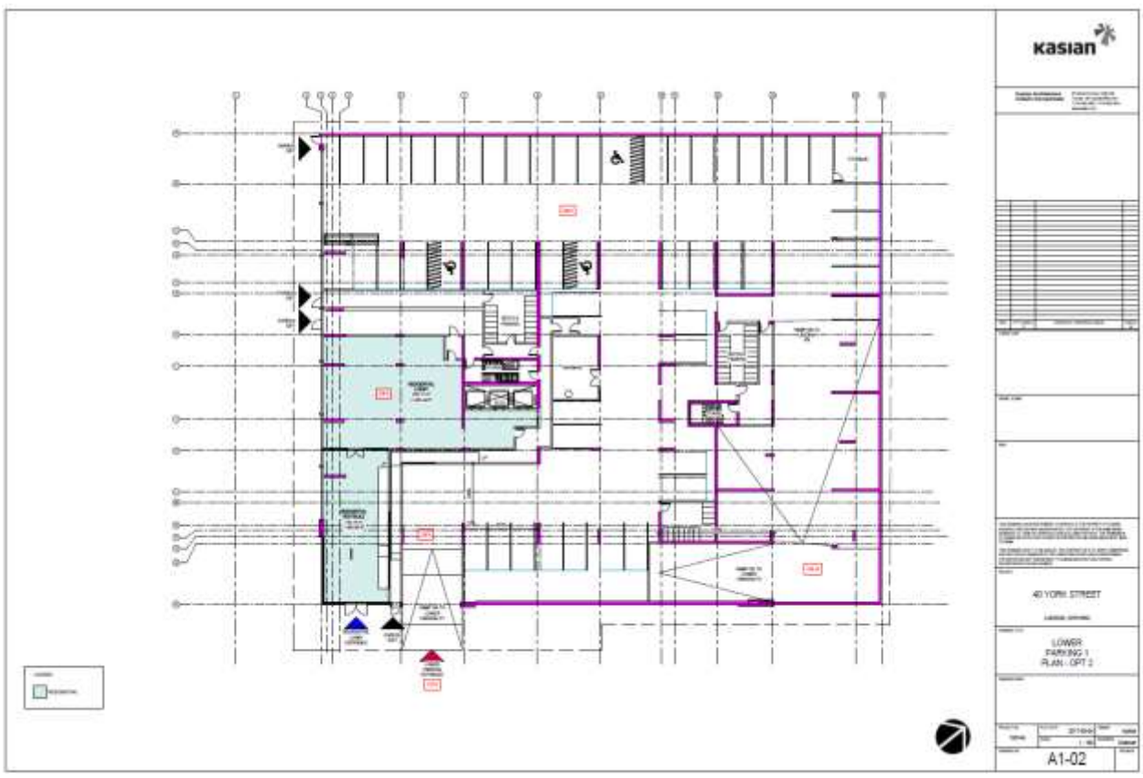
Southerly & Westerly Façades – Option 2

File: Z-8789
Planner: Melissa Campbell

Lower Parking 2 – Option 2

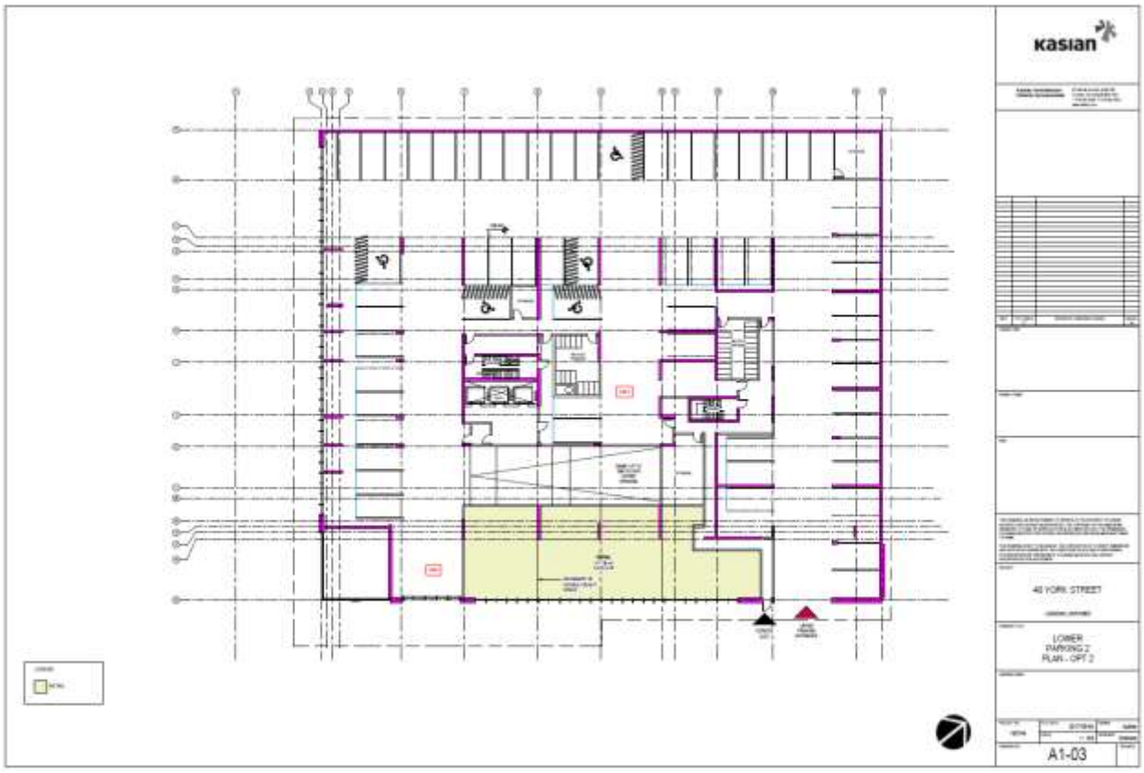


Lower Parking 1 – Option 2



File: Z-8789
Planner: Melissa Campbell

Upper Parking 1 – Option 2



Upper Parking 2 – Option 2

File: Z-8789
Planner: Melissa Campbell

Appendix “B”

Memo

To: **Proponents**

- **Adam Carapella, VP Operations, Tricar**
- **Chris Hendriksen, Project Manager, Stantec**
- **JP Thornton, Principal, Kasian**
- **Chris Leigh, Director of Construction and Development, Tricar**
- **Erica Killeen, Development Administrator, Tricar**

City of London Personnel
- **Britt O’Hagan, Urban Designer**
- **Melissa Campbell, Planner II**

From: **Urban Design Peer Review Panel (UDPRP)**

- Adrian Dyer, Architect, Chair (absent)
- Jason McIntyre, Architect (absent)
- John Nicholson, Architect
- Sung Ae Sim, Landscape Architect
- Jordan Kemp, Urban Planner
- Janine Oosterveld, Urban Planner

RE: **Zoning By-law Amendment : 40 York Street**
Presentation & Review, July 19, 2017

The Panel is of the opinion that refinements to the building design are required in order to benefit from density bonusing for urban design excellence.

- A smaller floor plate for the tower is recommended, with the potential to increase the number of floors to offset, to some extent, the loss of units per floor.

- While understanding grading is a challenge to achieve an active street frontage on York Street, the Panel is of the opinion that the resolution, as proposed, does not go far enough to address this in targeting urban design excellence bonusing. The Panel is supportive including the residential access on York Street (concept 2).

- Notwithstanding the constraints to accommodate drive aisles in the garage, it is recommended that vehicular access be limited to one (1) driveway entrance. This will help to create more space along York Street for animation as well as minimize potential conflicts with pedestrians.

- The Panel does not support the U-shaped driveway along Thames as it reads as a suburban treatment. If the park is included in the design, it is recommended that this drop off be removed in favour of a lay-by with parking and mix of landscape treatments

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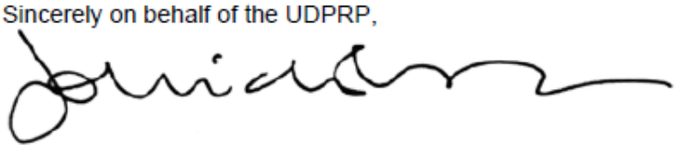
File: Z-8789
Planner: Melissa Campbell

including casual seating, bike storage, and restaurant patio space and the protection of existing trees and better transition for riverfront community.

- The Panel is supportive of the rooftop amenity and green roof elements, however, the green roof has not been added for environmental reasons/sustainability. The panel suggests adding a green roof as an integral part of sustainability, considering it as an intensive green roof, rather than an extensive one. By adding and benches around it the roof can be a shared amenity. If this green roof can have detention/pond cups to be part of storm water management, its value may be further maximized as a sustainable measure of the project.
- It was difficult to fully evaluate the project in context without the inclusion of the existing building at the corner of York/Thames which faces York Street in the massing model and site plan concepts.
- Base as presented is not a strong element. The panel felt it; could be higher as it moves along York St., and be broken up into to smaller elements to achieve a more successful animated, accessible York façade at street. The panel strongly recommends creating a more interactive building footprint by creating more protruded and recessed façade to minimize impact of the scale of building for better human scale and pedestrian environment at ground level.
- Strongly suggested that applicant must provide adequate setback with wider sidewalk on both streets, and provide street level amenity space and plaza with site furnishing (such as bike rack, covered shelter, benches, trash receptacles, pedestrian scale lighting/illuminated bollards, public art, and signage).
- Tower seems squat relative to base and height. The reverse “L” is not a successful device here particularly as the “L” elements are connected in the centre of the tower mass. A bundled, stepped, tower where the four corner masses are expressed may allow a more coherent slim profile as the tower rises

This UDPRP review is based on City planning and urban design policy, the submitted brief, and noted presentation. It is intended to inform the ongoing planning and design process. Subject to the comments and recommendations above, the proposed development represents an appropriate direction, but not yet a bonus worthy solution for the site. The panel feels it should it should see this project again, as it is not developed enough at this time.

Sincerely on behalf of the UDPRP,



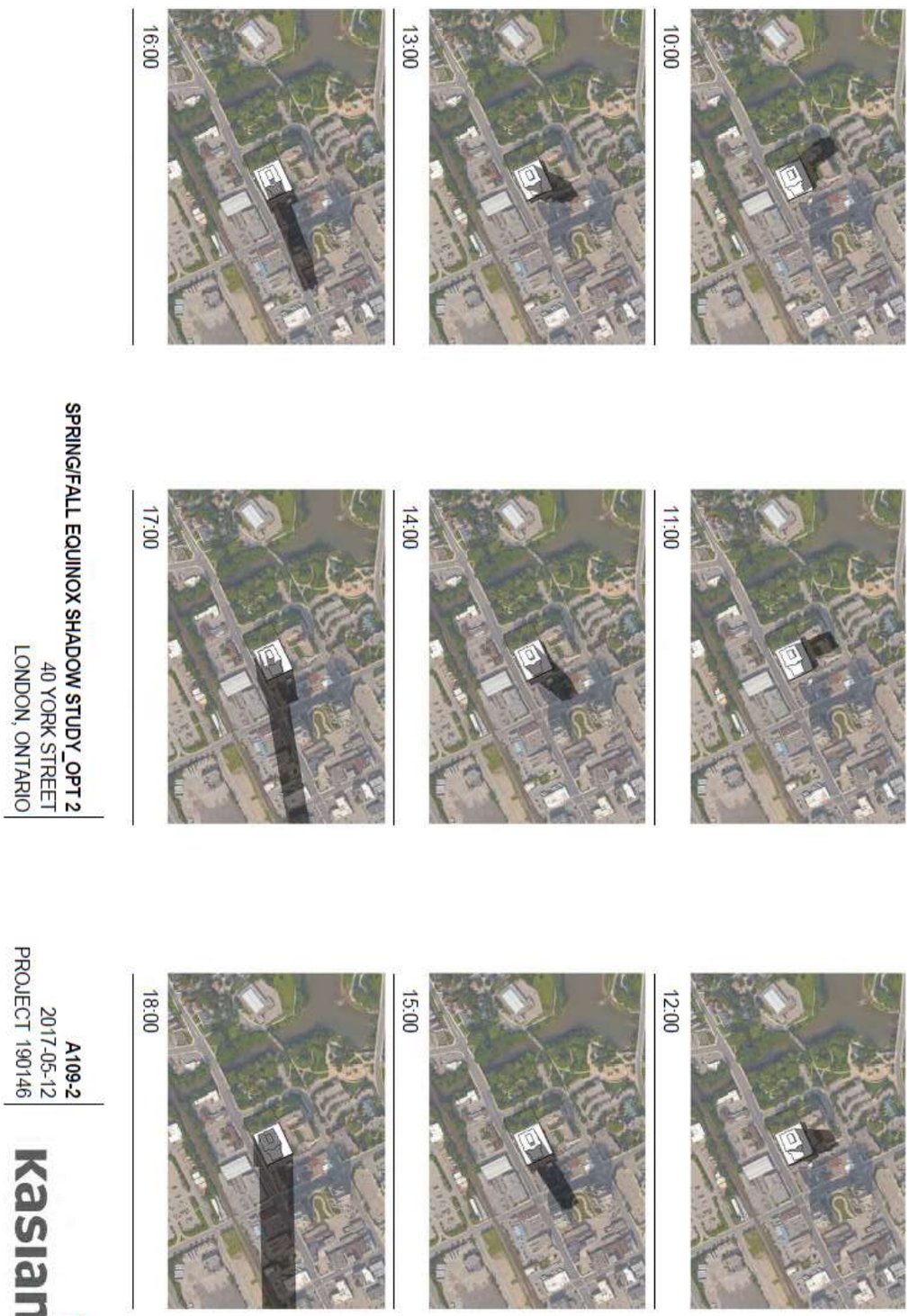
John Nicholson for

Adrian Dyer, BArch, ARB (reg), DATD, Chair, City of London Urban Design Peer Review Panel

Agenda Item # Page #

File: Z-8789
Planner: Melissa Campbell

Appendix “C”



File: Z-8789
Planner: Melissa Campbell

SUMMER SOLSTICE SHADOW STUDY_OPT 2
40 YORK STREET
LONDON, ONTARIO

A110-2
2017-05-12
PROJECT 190146

Kasian

File: Z-8789
Planner: Melissa Campbell

WINTER SOLSTICE SHADOW STUDY_OPT 2
40 YORK STREET
LONDON, ONTARIO

A111-2
2017-05-12
PROJECT 190146

Kasian